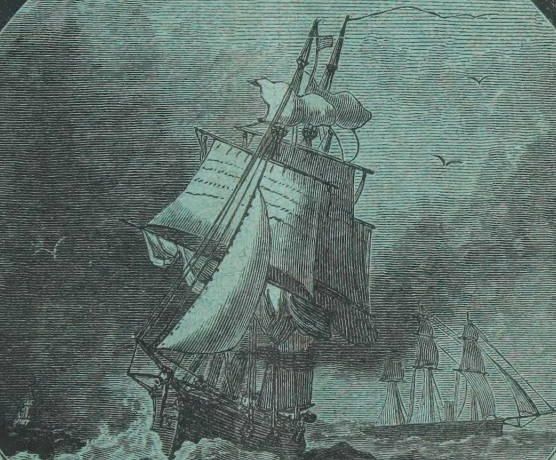


Box 1525

1823 The 1896

# Sailors Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 WALL ST. NEW YORK.

VOL. LXVIII.  
No. 7,

JULY, 1896.

Whole No.  
815.



## Subscription ONE DOLLAR a Year.

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### THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

*Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full.*

THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

*Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.*

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give *annual* notices of their desire for its continuance.

### REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars makes a LIFE DIRECTOR.

### FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1823, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, *at the same time*, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

# SAILORS' THE MAGAZINE

AND SEAMEN'S FRIEND



Vol. 68,

JULY, 1896.

No. 7.

## FISHERMAN JIM'S KIDS.

Fisherman Jim lived on the hill

With his bonnie wife an' his little boys;  
'Twuz "Blow, ye winds, as blow you will—  
Naught we reck of your cold and noise!"  
For happy and warm were he an' his,  
And he dandled his kids upon his knee  
To the song of the sea.

Fisherman Jim would sail all day,  
But, when come night, upon the sands  
His little kids ran from their play,  
Callin' to him an' wavin' their hands;  
Though the wind was fresh and the sea was high,  
He'd hear 'em—you bet—above the roar  
Of the waves on the shore!

Once Fisherman Jim sailed into the bay  
As the sun went down in a cloudy sky,  
And never a kid saw he at play,  
And he listened in vain for the welcoming cry.  
In his little house he learned it all,  
And he clinched his hands and he bowed his head—  
"The fever!" they said.

'Twuz a pitiful time for Fisherman Jim,  
With them darlin's a-dyin' afore his eyes,  
A-stretchin' their wee hands out to him  
An' a-breakin' his heart with the old-time cries  
He had heerd so often upon the sands;  
For they thought they wuz helpin' his boat ashore—  
Till they spoke no more.



But Fisherman Jim lived on and on,  
 Castin' his nets and sailin' the sea;  
 As a man will live when his heart is gone,  
 Fisherman Jim lived hopelessly,  
 Till once in those years they come an' said:  
 "Old Fisherman Jim is powerful sick—  
 Go to him, quick!"

Then Fisherman Jim says he to me:  
 "It's a long, long cruise—you understand—  
 But over beyont the ragin' sea  
 I kin see my boys on the shinin' sand  
 Waitin' to help this ol' hulk ashore,  
 Just as they used to—ah, mate, you know!—  
 In the long ago."

No, sir! he wuzn't a-feared to die;  
 For all night long he seemed to see  
 His little boys of the days gone by,  
 An' to hear sweet voices forgot by me!  
 An' just as the mornin' sun come up—  
 "They're holdin' me by the hands!" he cried,  
 An' so he died.

EUGENE FIELD.

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### EDITORIAL PARAGRAPHS.

At a meeting of the Board of Trustees, held at the close of the annual meeting of the Society on May 11, some changes occurred which may be noted here. Mr. CHARLES H. TRASK, who had served the Board as its president since May 11, 1891, retired from the office, and Mr. JAMES W. ELWELL was elected president. Mr. TRASK'S administration has been eminently satisfactory to the Board, and his personal relations with all the trustees of the happiest kind. It was a matter of deep regret to them all that he was unable to accept a re-election. He remains, however, a trustee, and will continue to render the Society important service.

Mr. ELWELL has been a shipping merchant in South Street for more than fifty-eight years, is one of the original members of the Produce Exchange, and has been a member of the Chamber of Commerce since 1855. Besides official connection with many church and charitable organizations, Mr. ELWELL has been a trustee of the AMERICAN SEAMEN'S FRIEND SOCIETY since May 8, 1865, and its vice-president for the past fiscal year.

Rev. CHARLES A. STODDARD, D. D., editor of the *New York Observer*, was elected vice-president, and M. EDGAR L. MARSTON, of the firm of BLAIR & Co., was elected a trustee.

At the same meeting an addition to the list of honorary vice-presidents was made in the persons of Capt. ALFRED T. MAHAN, U. S. N., the distinguished author of "Sea-Power in History," and Commodore MONTGOMERY SICARD, U. S. N., commandant of the Navy Yard, N. Y., both of whom have accepted the position.

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THE NAVAL ACADEMY.—On May 17 the Secretary preached in the Naval Academy at Annapolis, and presented to the first class of cadets Bibles and Geikie's Holy Land. Out of a class of thirty-eight, thirty-two chose the Bible. When a cadet chooses another book it is often because he already owns the handsome edition of the Bible which this Society offers him. The Secretary was assisted by Rev. ALFRED LEE ROYCE, U. S. N., who made his visit socially agreeable, as well as useful. In the afternoon the meeting of the Young Men's Christian Association of the Academy encouraged the Secretary to believe that there is a warm-hearted body of young men who will stand by their Christian colors when they become naval officers. He cited to them examples of fidelity to the moral and religious interests of the crews of war-ships, and urged them to emulate the men in the American and British navy who strengthened rather than weakened their authority by caring for the character as well as the discipline of sailors.

Some may be interested to learn that the cadets report themselves in this way: Protestant Episcopal, 77; Presbyterian, 46; Methodist Episcopal, 25; Baptist, 24; Roman Catholic, 18; Congregational, 15; Unitarian, 9; Christian, 7; Lutheran, 6; Universalist, 3; Disciples, 2; Jews, 2; Dutch Reformed, 1; Protestant, 2; Unknown, 6; Free-thinker, 1.

Let it not be forgotten that this Society acts in this annual ceremony as the trustee of a fund raised by the Ladies' Union Mission School Association of New York.

The following is the special prayer adopted for use in the chapel of the Naval Academy:

O Almighty God, the Fountain of Light and Wisdom, without whom nothing is strong, nothing is holy, look with favor, we beseech Thee, upon this School.

Enlarge the number of its friends, and reward them with Thy mercy for whatever of good they may design to do.

Make it a blessing to our country. Preserve it from every enemy and every evil.

Give Thy grace to all those to whom the management of its affairs, and the instruction and government of its members are confided; that they may discharge their respective duties acceptably to Thee.

And to the youth here assembled give Thy grace and blessing; that they may successfully pursue their studies, be saved from the snares of indolence and vice, perform their duties in Thy holy fear, and live a sober, righteous and godly life.



Let Thy Fatherly hand, we beseech Thee, ever be over them; Let Thy Holy Spirit ever be with them; And so lead them in the knowledge and obedience of Thy Word, that in the end they may obtain everlasting life through our Lord Jesus Christ, who liveth and reigneth with Thee and the Holy Ghost, ever one God, world without end. Amen.

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As this Society grows in years its SAILORS' MAGAZINE is in demand for public libraries. The great Newberry library in Chicago has received a set almost complete. The Union Theological Seminary has one almost complete. In this office is one set complete, and another from which are missing the bound volumes Nos. 5, 31 and 32. Perhaps one of our readers can supply these volumes. Dr. JOHN S. BILLINGS, the director of the New York Public Library, (Astor, Lenox and Tilden Foundations), calls upon this Society for everything published by it, especially for the SAILORS' MAGAZINE. To make a set complete for this great library is impossible unless friends can furnish us with bound volumes Nos. 2, 4, 5, 6, 7, 8, 9, 10, 13, 14, 16, 17, 19, 20, 21, 22, 23, 24, 26, 31, 32.

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In the February Magazine attention was called to OSCAR SCHMIDT, and the high expectations formed of his work among seamen at Rio. His sudden death from yellow fever, on the fourth anniversary of EDWARD WESSON'S death from the same cause, has paralyzed the mission in that port. Two young men, both of deep spirituality and earnestness, are taken from a work that sorely needed them, and in which their success was evident. Truly, God moves in a mysterious way.

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REV. DR. STODDARD, Vice-President of this Society, sends to this office the programme of the concert in the S. S. *New York*, given on May 12, and writes that the gifts amounted to about \$150. This amount shows the importance of securing one-half of these concert collections for American sailor-charities. Madame CALVÉ sang at a concert on another vessel, BRONSON HOWARD giving fifty dollars for a cluster of flowers in her hand on her promise to sing. The money she gave, of course, to the collection. American voyagers more and more see the propriety of remembering our own shipwrecked and destitute seamen while not forgetting those of other nations.

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THE Port Society of Mobile is evidently a favorite institution of its citizens, as is shown in Rev. R. A. MICKLE'S report in this number, and in all his reports. It is a great mistake for a chaplain to seamen

to seek his main or entire support from this Society, and to pass by the help that he might receive from the good and true in his own vicinity. A chaplain confers a favor when he stirs Christian sympathy to action, and the favor is no less to the helpers than to the helped. The work for seamen in every port ought to be a favorite work with its own citizens. Is it so in your port? If not, why not?

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THE widow of a prominent sea-captain sent twenty dollars to this office for a loan library to be put on a vessel sailing to China, because he had often complained of the tedium of the voyage to that country. Once he wrote to her that on the voyage out he had read through the whole library, and wished he had another for the return voyage. Besides other and higher uses, these libraries are constantly referred to as "relieving tedium."

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THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street, New York.

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LOAN LIBRARIES. The captain of the schooner *Jennie Middleton* reports the total ruin of No. 4,526. This library has been in use for twenty-three years and was last reshipped in May, 1894. Receiving a new library the captain of the brig *Aeronaut* "hopes it will be appreciated as was the last one," No. 9,139. The master of the schooner *Jas. A. Stetson* says in regard to No. 9,724 that he has "read most of the books and they are very nice." The master of the barkentine *Luarca* writes of No. 6,529 :

It is somewhat damaged, for in one of the many storms I have encountered I had the cabin flooded and some of the books got wet. I think your libraries are a source of great good, for they are eagerly perused by all on board, and I have no doubt they furnish food for solemn and religious thoughts and feelings. In my own case I know your books have helped me to pass what would otherwise have been many a dull hour. I thank you for your kindness in sending me the library this time, but am sorry the mate forgot to send the old one back, but I will forward it by first chance. Thanking you again for your kindness.

The master of the schooner *Montana* writes of No. 8,827 :

The books have been read by myself and different crews. I can only speak of them in the highest of terms, as they have been a source of pleasure during my leisure hours.

The master of the schooner *Lillie A. Warford* writes of No. 8,948 :

One of your libraries for the past five years has been read by myself and others of



the crew and my family with great interest, and I would recommend every master of a vessel, whether coastwise or foreign, to procure one of these libraries, as the influence from them seems to have a great tendency to good. I find the books furnish serious thought for a great many lonely hours, and are often productive of much good, and I think the Society is deserving of great credit in so liberally distributing them.

The master of the schooner *John A. Matheson* writes of No. 9,294 :

I will say that we have read the books all through in the last library and I can say that we enjoyed doing so, and now can thank you for the same, likewise, the one brought aboard just now, and hope to have a chance to read them as we did the last. We are bound to Florida this trip, which will not be a long trip, but will enjoy reading these books; trusting you may find something to read as enjoyable to you as these books are to us.

The master of the bark *Guy C. Goss* writes of Nos. 9,076 and 9,626:

In regard to the library put on the bark *Guy C. Goss*, in 1885, I can give you no positive information as I did not take command of the vessel until two years later. Since then there have always been two libraries on board, and I think both have been changed. One was always kept in the second officer's room, the other was screwed to the wall in the small room opening from starboard side of after cabin. I have never given away any of the books, but some have been taken from one of the libraries without my knowledge. One of the libraries I have taken on deck every Sunday when the weather is suitable, when the crew have the privilege of taking or exchanging books, and they are read more or less by both officers and crew, and are certainly a benefit to them. Many of the books have been read and enjoyed by myself and wife. Thanking you for kind attention in exchanging the libraries.

The master of the schooner *Joseph G. Dean* writes of No. 9,754:

I write to tell you how much we appreciate it. I distributed the books among the men which were much liked by them. I think the loan library a great blessing to sailors. I have enjoyed reading them myself very much.

The master of the ship *McLaurin* writes of No. 9,825:

The library put on board by you is still here, and has been well read, but further than that the writer can say nothing. No doubt it would be beneficial to change it, and (if you will allow) I would suggest books historical and scientific, with about one-third religious.

The master of the bark *Alex. Black* writes of No. 9,925:

The library put on board this vessel from your Society some two years ago was exchanged with American schooner *Uranus* at the island of St. Croix in April last for a library of the Pennsylvania Seamen's Friend Society. Officers and men enjoyed reading the books very much and join me in thanking you for the same.

The master of the brig *Daisy* writes of No. 9,928:

It has been read with marked interest, and has been appreciated. We kindly thank the donors for the same. Inclosed please find one dollar to help out the good work.



The master of the bark *Jose D. Bueno* writes of No. 9,940:

The library is still on board and has been generally read by some of the crew who could read English, who are a small percentage of the American seamen of to-day. I personally have encouraged the reading of the books but the effect it has had on the men I am unable to state.

The steward of the ship *St. Nicholas* writes of No. 9,994:

The last library was over two years in the ship, and during that time five crews have been on board of the ship. I have always made a practice of giving the seamen books from the library every Sunday morning to read during the week, and exchange them every week. I have always endeavored to make them take care of them, but as there have been so many different crews using that one library, I am afraid you have found them sadly misused. I have been four years in the ship *St. Nicholas* and during that time I have found that the men received a great deal of benefit from the use of your books. They have always seemed to appreciate them.

The captain of the bark *Nora Wiggins* writes of No. 10,052:

We have returned the library we had on the last trip, which was read with pleasure, and thank you for the one you have sent for this trip, and trust that it shall be as pleasing as the other one was.

The owner of the yacht *Kanapola* writes of No. 10,058:

It has been read thoroughly, with much interest and, I trust, with much profit by my crew during the past year. It furnishes occupation for unoccupied time during the week as well as on Sundays. My engineer now in charge hears with delight your proposal to substitute a new one. The work of your Society is silent and effective, and I cannot think of using my yacht without one of your libraries on board. I have never been without one.

The master of the bark *Lottie Morse* writes of Nos. 9,986 and 10,135:

My men enjoyed reading the books. I cannot say whether it did them any good, but I can say I saw them reading them on Sunday. As for myself I passed many a happy hour in reading them which otherwise would have been tedious to pass alone in my cabin thousands of miles from land. I also exchanged library No. 9,986 with the bark *Edward L. Mayberry* in Auckland, N. Z., and I have read all of the books, and my men have. I thank the donors of the library for thinking of us. I am a great fellow to read. I can pass lots of hours away in reading which would hang heavily on my hands alone.

The master of the bark *Amy Turner* writes of No. 10,197:

It was used last voyage by the officers and crew and myself, and we derived much pleasure and benefit from it. The idea of furnishing these libraries to vessels is an excellent one and reflects great credit on the donors.

The master of the *Obed Baxter* writes of No. 10,214:

We have all been pleased to have had it on board to read and would like to have it changed for another.

*For The Sailors' Magazine.*

## THE CRUISE OF THE PORCUPINE.

BY Z. I. NAZBRYTH.

*(Continued from the June number).*

The *Porcupine* remained at St. Helena over a month repairing damages which she had sustained in the fierce combat with the *Arethuse*. When she was finally ready for sea she appeared as fresh and saucy as when she first came out from the chops of the English Channel.

The men were stationed at their posts, Commander Morecon and his officers paced the broad poop-deck, and the gunners were ranged alongside their carronades, the anchor came slowly in, the strain on the cable ringing loud and clear as the pawls caught tightly on the cogs of the windlass, and as the great iron "holdfast" freed itself from the sandy bottom the jibs were run up and the bunts of both topsails were let go, the yards were swung around and the little brig pointed her nose right away towards the blue water. Suddenly as she came around the buglers blew three sonorous blasts and two 28-pounders spoke loudly with their hoarse throats, while the red ensign was dipped three times in honor of Admiral Blocke, the chief naval officer on the station; the drums beat and the watches were set, and at last the *Porcupine* was once more on her mission to Norfolk Island.

She ran along under a full press of canvas, running free with a six-knot breeze on her quarter, as far as Lat. 36° N., Long. 18°, when the wind hauled to the W. N. W. She doubled Cape Aguilas, the southernmost point of the continent of Africa, in fine style, that

great headland bearing north on May 10, at eight bells in the morning, and distant fifteen leagues.

She now pointed for the Indian Ocean, and for two weeks headed well up E. N. E. and cracked away royally with every rag set, even the studding sails, (for those were the days when men-of-war spread their studding sails on long voyages), lugged away, bellying with the abundant breeze. The *Porcupine* even carried royal studding-sails and the main topmast studdingsail was so long that it reached quite down below the main yard, and the sheets were belayed to the main rail; there were reef points in this great studdingsail and it could be reefed in company with the main topsail, so desirous were the old naval commanders in those days to crack on sail and make a passage, when necessary. Let no modern mariner, now that studding or steering sails have disappeared on account of the trouble of setting them and taking them in, laugh at the idea of reefing a studdingsail, but such was the truth years ago, and Dana, who as late as the thirties sailed in the *Alert* to the California coast, gives a full description of such a peculiar studdingsail, and it did its work well too. Nowadays we should think when it was time to reef a topsail it was quite time to take in a studdingsail, but the old mariners carried sail to an extent to frighten most sailors of the present day.

The *Porcupine* had penetrated well into the Indian Ocean when



under a perfect cloud of canvas the sailing-master noticed the sky had changed from a deep blue to a dull leaden gray color, and the air came as if from a blast furnace. All hands were piped on deck and were at once ordered to shorten sail. The men sprang up the ratlines like squirrels getting in the studdingsails, then the royals, and next the topgallantsails; they worked with a will, while the sun was beating down with merciless power. After furling the topgallantsails the upper spars were sent down and secured on deck, then the courses were clewed up and two of the jibs taken off her. "Close reef the topsails," was the next order from Commander Morecon, who had been called on deck by the sailing-master.

The men were bewildered at the above work, for there was not a breath of wind, while they fairly gasped for breath in the intense heat. Quick came the order "Take in the maintopsail and furl it!" "Lower away the fore-staysail!" Scarcely was this done when the black mist away off on the horizon began rising higher and higher. On came the squall. As the sea began to heave, the carpenter was stationed with his axe at the main weather shrouds and his assistant was standing ready at the foreshrouds.

With a roar like thunder and with foam flecks like driven snowflakes the squall struck the devoted craft with such perfect fury that although the close-reefed topsail was the only sail that could be seen aloft (for the jib went like lightning from the bolt ropes), the brig heeled over and over until her lee-rail was under water. Further and further she went until the mainyard arms were under the water.

Above the din of the storm and the roar of many waters sounded the stentorian voice of Commander Morecon, "Cut away the mainmast!" Three blows were heard on the lanyards and then a frightful crash, and away plunged the mainmast, clean gone five feet above the deck. The brig righted but little, for she was pressed nearly to death by the two grim monsters, wind and wave. Again the axe fell upon the lanyards forward and the foremast went over the side, when the hull at once righted and "drifted a weary wreck" on the seething ocean, while the storm seemed to echo a shout of triumphant victory. The wind went around with the compass, and no one on board the little *Porcupine* had ever before witnessed such a hurricane and never again did they experience a storm of such wild ferocity. The hull fortunately was tight, and as twelve hours later the wind went down and the sea gradually became smoth a quiet season of calm rested upon the ocean nearly a whole week, during which time the *Porcupine* was rigged out with jury masts and in due season worked her way into Mauritius. Not a gun was lost off deck, and no sailor or marine was missing, while the *Porcupine* had weathered the most fearful tornado that had swept across the Indian Ocean for over a century.

After necessary and extensive repairs had been effected at Mauritius the *Porcupine* found herself again on the Indian Ocean, standing bravely to the eastward towards the Straits of Sunda, and in due time she cast anchor off Batavia, the chief city of the Dutch possessions in Eastern Asia.

From Java Commander Morecon steered away for the Macassar

Strait, and beat all the way through the Java Sea, until sighting the immense island of Borneo, she stood off and on with Borneo on her port side, while on her starboard side rose the lovely spice island of Celebes towering high in the sky, and thus she entered the Celebes Sea, beating her way day after day, meeting no less than six Spanish ships of war, which formed the fleet of Admiral Cortado of the Asiatic station.

Great snow-capped mountains pierced the blue heavens, and brought their steep sides right down to the blue water; primeval forests were spread out for many miles, while birds of rare plumage flitted about, and immense tree-ferns and wild fruit trees were most abundant; naked, painted savages roamed about at will, more brutal and savage even than the wild beasts which went crashing through the forest.

After sailing through the peaceful waters of the Celebes Sea, one bright morning at sunrise the *Porcupine* sighted the island of Timor-Laut, abreast of which she spoke the Dutch square-rigged ship *Halkuyt*, and at once entered the Pacific Ocean.

Once in the Pacific Ocean Commander Morecon shaped his course to the southward, passing the island of Bougainville, and a little later the Solomon islands; a fortnight later the mountain peaks of New Caledonia and the New Hebrides rose sublimely above the horizon; these gorgeous islands showing now purple, now red, in the sunlight, a fairy land where nature is most lavish of her gifts; where the sun and moon intensify the beauty of nature itself.

Down the whole length of these many islands ran the little brig, making about four knots, while under her forefoot there could be

seen just a suggestion of white foam, and astern there was the gentle wake with eddying swirls, while bright finned dolphins played about the rudder in the day time and at night the bright glint of phosphorescence lighted up her path astern.

Off New Caledonia and the New Hebrides, the *Porcupine* hove to and sent a cutter ashore for water and cocoanuts. The savages wearing horrid masks and having their front teeth filed, brandished huge wooden clubs and boomerangs and frightened the boat's crew away. The brig stood off to sea, for Commander Morecon feared if he landed his men, they would be massacred and eaten.

On a delightful tropical morning she let go her best bower in the pretty roadstead of Norfolk Island and Commander Morecon reported to Admiral Truxton, who, on board the flagship *Irresistible*, had been patiently waiting his arrival for more than a month. The set of hemp sails, the cannon, the powder, the shot, the boarding-pikes, in short, everything destined for the use of the admiral was transferred to the *Irresistible*, and twenty-five marines with sixty A. B. seamen were also placed aboard the flagship.

Through calms and storms and brushes with the Frenchmen the brig had successfully performed her voyage, and all on board who lived to old age would tell their grandchildren in England the details of the fight off the Portuguese coast and St. Helena, and narrate to them the story of the great hurricane in the Indian Ocean, when both masts went by the board, and neither would they cease to remember to tell of that glorious cruise through seas and straits till the voyage was prosperously ended at Norfolk Island in 1743.



*For The Sailors' Magazine.*

## THE PRAYING SAILOR.

BY ERNEST GILMORE.

"Live while you live," the epicure would say,  
 "And seize the pleasures of the present day!"  
 "Live while you live," the sacred preacher cries,  
 "And give to God each moment as it flies!"  
 Lord, in my veins let both united be—  
 I live in pleasure when I live to Thee!

The "praying sailor" of whom I am going to tell you held the same theory of life as did Philip Doddridge, who wrote the verse above, although, probably, he had never expressed himself thus.

The crew on board the ship on which he was sailing was not a model one, in fact it was quite the reverse. The commander was often annoyed by what he heard and saw. The captain was in a state of constant irritability, and it was hardly to be wondered at that this was so, considering his daily contact with men who were disorderly and disobedient as well as profane and vulgar. As for the captain, he was not without blemish himself, but he was a good and kind man naturally. Had the crew done their duty they would have found their captain a true and firm friend, but as it was his soul was so vexed that he called them all "a detestable lot," which, of course, did not mend matters.

But there was one sailor who soon showed "the man" in the midst of the bedlam, a quiet fellow, who censured no one but just "let his light shine."

He did not seem to hear the sneering remarks of the other sailors as he knelt morning and evening in prayer to God. While they were ridiculing the "praying sailor," as they called him contemptuously, he prayed for them, not aloud but fervently and forgiving-

ly in a spirit akin to the "One altogether lovely," who prayed "Father, forgive them, for they know not what they do."

The captain saw the "light" shining and felt encouraged. It was comforting to realize that there was one sailor who could be depended on to be "always ready at the first call."

One night there was a terrible storm. The ship plunged fearfully, great waves broke over the decks and the vessel with its living freight of two hundred seemed a mere plaything to the raging sea. The sailors worked bravely, realizing that the battle was between life and death, but the most intrepid man of them all was the "praying sailor."

Night came on, thunder rolling and lightning flashing, the latter revealing many pale, scared faces and only one that was peaceful, aye, more than that—it was radiant, the face of the "praying sailor."

Why—do you ask? Because he believed in the One who said to the raging storm, "Peace, be still!" Believing that

"That there is an eye that never sleeps,  
 Beneath the wing of night;  
 There is an ear that never shuts,  
 When sink the beams of light,"

he was praying as he worked, praying mentally.

At last, however, when the storm was at its height, when

every man was drenched to the skin, when every soul felt that at any moment they might be hurled into the presence of their Maker, the voice of the "praying sailor" broke forth in such a prayer of pathos and fervor as one seldom hears and never forgets. Every eye was fastened upon the "praying sailor," as he prayed not only for himself but for "every one of these dear men, for whom Christ died." The men wondered even in their agony how he could call them "dear men," but their hearts were stirred to the depths.

The storm passed, the day dawned bright and fair, but what had come over the ship's crew?

"I can hardly realize that these are our men," said the captain a day or two later to the commander; "they seem transformed, Lord bless them!" and his strong mouth quivered.

"It reminds me of that scene at Pentecost," was the commander's answer, his voice husky with deep emotion, "it was a happy day for us when we took in that 'praying sailor.'" He was the 'light' that Henry Vaughn calls a 'star' when he says

'Stars are of mighty use; the night  
Is dark and long;  
The road foul; and where one goes  
right,  
Six may go wrong.  
One twinkling ray shot o'er some  
cloud,  
May clear much away, and *guide a  
crowd.*'"

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*For The Sailors' Magazine.*

### An Old Sailor Anchored.

BY H. T. M.

In the early days of lake navigation when sailing ships took passengers from port to port, a

young man came on board as a passenger. He found all hands dreadfully addicted to swearing, so after breakfast, having offered a few tracts to the crew, he sat down by the side of the oldest and most profane of the sailors. The young man drew from him a history of his adventures. From his boyhood he had followed the sea and been in many a storm. Proud of his nautical skill, he at length boasted that he could do anything that could be done by a sailor.

"I doubt it," said the young man.

"I can," answered the hardy tar, "and will not be outdone, my word for it."

"Well, when a sailor passes his word he ought to be believed; I know a sailor who resolved to leave off swearing, and did so."

"Ah," said the old sailor, "you've anchored me; I'm fast, but I can do it."

And do it he did for the rest of the trip, and his shipmates likewise, who attended family prayer in the cabin, conducted by the passenger.

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"WHEN OUR SHIP COMES HOME."  
It originated in Bristol when that port was in its flourishing days. It was the custom for the tradesmen of the city to give credit to the sailors' wives, who promised to pay for their goods on the return of the ships on which their husbands were serving. The saying, however, soon obtained a wider meaning.—*Notes and Queries.*

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Couldst thou expect to see no seas?  
Nor feel no tossing wind or wave?  
It is enough that from all these  
Thy faithful Pilot thee will save.

—Richard Baxter.



## NEST-BUILDING FISHES.

While the habits and ways of birds have been carefully studied and described, those of the fishes—the birds of the sea—have received little attention. The resemblance between the birds and the fishes is very marked. The latter are as richly colored as the birds. Especially the tropical forms vie with the brilliant parrots and birds of paradise in the variety and splendor of their colors. I have seen fishes that even flashed the colors of an emerald.

The fishes live in an atmosphere of their own, and have many interesting ways and habits. Many possess the home instinct, and in the tropics I have found the same fishes about an old wreck month after month.

Certain fishes may well be compared to birds in their methods of nest-building. Thus many of the gulls form a simple depression in the sand; the trout and salmon do the same, the nest being a furrow. The oriole builds a pendulous structure, interwoven in a marvelous manner; and the little fish *Antennarias* builds a nest of sargassum or gulf-weed, binds it together with bands of a glutinous secretion, and deposits its eggs on the branches. I have frequently found these nests in the floating weed of the tropics, some as large as a Dutch cheese, others no larger than the closed hand.

The little fish is always found near the nest, lying on the surface of the weed, often on the nest, its grotesque fins waving partly out of the water. So remarkable is the protective resemblance of these fishes that it is almost impossible to distinguish them from the sargassum, and I have had them directly under my eye without distinguishing

them from their surroundings.

In building the nest the fish drags the bits of weed together, which are supported at the surface by little buoys, then passes around it, rubbing its abdomen against the mass, taking from a special pore a glutinous thread that hardens in the water and securely holds the nest together.

Not only does the fish resemble the weed, but its very shape has a protective resemblance, singular barbels of flesh bedecking it here and there, while even the peculiar white incrustations upon the fronds of weed are imitated in the delicate patches of color on the mimic.

The common stickleback builds a nest as complicated as that of many birds, and the various species have as many tastes and fancies in their architecture. When the building season begins, the little fishes assume a brilliant nuptial garb of pink. The male—for it is he who builds the nest—now selects bits of soft material which constitute the timber of the nest. These are woven in and out and fastened together by a mucous secretion taken from a pore, and the fish can be seen rubbing himself against the material. Finally, when the mass assumes an oval shape as large, perhaps, as an egg, the fish bores through it like a bobbin, making an opening that extends through the nest. Into this the female is driven and the eggs deposited, and in a short time a filmy cloud of little fishes will be seen, which are zealously guarded until they are large enough to care for themselves.

Once, while rowing in one of the secluded bays of the St. Lawrence River, my boat suddenly grounded on a heap of small stones

which rose to a height of three or four feet. I supposed at first that it was a coal-dump from some steam-launch. The heap presented a singular appearance, rising directly from the bottom, with no stones in its immediate vicinity. Several other heaps were found in the bay some representing an accumulated weight of over a ton.

These stone-heaps were the nests of a fish—*Bulimus*—which carries the stones, one by one, and drops them in a place selected until a stone-heap is the result. In this the eggs are deposited and the young find security. The nests are built by several fishes and are the result of many seasons of work. One nest I observed reached so near the surface that it was frozen in with the surface-ice every winter. It was ten feet across at the base, at least four feet in height, and made up of thousands of stones which had been collected from far and near.

More wonderful than this, as a communal enterprise, is the nest of the lamprey eel. One observed in a New England river was from twenty to thirty feet in length and three or four feet in height, and presented a perfect curve against the stream. Dozens of lampreys were employed in its construction, and stones as large as half a brick were transported by the fish. Their method was to search upstream, and, when a stone was found, to fasten the sucker-like mouth upon it, and by a wriggling movement lift it from the bottom, when the current would bear them down to the nest, where it was dropped. The eggs were deposited among the stones, and the crevices of the stone fortress afforded the young protection until they were able to care for themselves. This nest was added to year after year, and ulti-

mately became a menace to the navigation of small craft, and a monument to the constructive ability and energy of certain fishes.—*Charles Frederick Holder, in The Outlook.*

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### The Momentum of Steamships.

The motion of a steamship on a calm sea is so smooth and steady that one hardly realizes the tremendous momentum of the vessel under his feet. A collision, even after the engines have been slowed down, gives a startling revelation of the energy of motion. The time required to arrest the motion of a ship and bring it to a standstill can be accurately determined by calculations. These calculations have been recently made for several well-known ships.

To stop the *Etruria*, whose displacement is 9,680 tons, horse power 14,321, and speed 20.18 knots an hour, two minutes and forty-seven seconds are required, and during the process of stopping the ship will forge ahead 2,464 feet, or nearly one-half a mile. The United States cruiser *Columbia*, with a displacement of 7,350 tons, 17,991 horse power, and a speed of 22.8 knots, can be stopped in two minutes and fifteen seconds, and within a space of 2,147 feet.—*Railway Review.*

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ADMIRAL Ramsay has informed the Senate, in response to its request, that of the 9,533 blue jackets in the United States naval service 4,400 are foreign-born, and 861 of the 2,017 marines are natives of other countries than the United States. The percentage of Americans in the navy is, however, increasing.



## THE DERELICT.

A derelict, in nautical terms, is a vessel which has been so disabled by storms, and reduced to such an unsafe condition, that it is no longer prudent for the crew to remain in her. Numbers of these are afloat on the Atlantic. Sometimes a volume of air remains confined in the hull sufficient to float the wreck, keeping her decks just above or below the surface of the water. Vessels loaded with lumber or other light cargoes will not sink, when abandoned, after becoming water-logged. All these float around, forming treacherous reefs for passing vessels to come in collision with. Our government has recognized the peril to which our marine is exposed from these drifting derelicts; and hence strict orders are given to our naval vessels to sink them wherever found. Government ships are sometimes sent out in search of them, when they are reported as afloat in the usual track of merchant vessels. For these derelicts hang out no lanterns at night, nor blow whistles in a fog.

A derelict may appropriately be taken as a symbol of a *backslider*. A derelict is a vessel that was launched apparently in a good condition. It was loaded with freight which was the product of industry. It was manned with a captain and crew. Suitable supplies were furnished. It set out on the high seas to return gains to the owner. It soon encounters storms, which are too severe for its weakness. Masts break; seams open; cargo is dislodged; and there it floats, a helpless wreck. Now consider this human soul. It was the subject of religious influences. It was convinced of sin and of guilt. It expressed penitential sorrow. It

prayed, and sought divine forgiveness. Finally it openly confessed Christ, and was enrolled as a member of the church. It was recognized as a Christian. There was joy over this event. Parents, or family, or friends praised the Lord that this loved one had started out on a Christian life. Fond expectations nestle in the heart of father, mother, or sister. The convert does well for a season. But when tribulation or persecution ariseth he stumbles; or "the cares of this world and the deceitfulness of riches choke the word." He grows cold in prayer, and often omits it. The Bible has lost its savor, and lies unopened. His seat in the sanctuary is frequently vacant. He stays away from the Lord's Supper. Then he is found among the ungodly. He walks in their ways. He indulges in their practices. Soon he is water-logged. The precious freight of holy aspirations, love to the Saviour, the spirit of obedience and of consecration to God, are soaked by the salt water of worldliness. He was equipped to bring returns of "fruit unto eternal life;" but he is now a shame and a reproach to the flag he once carried. He is a stumbling-block and a rock of offence. He has grieved away the Holy Spirit. Such characters are, alas! not uncommon. We are startled sometimes by learning that an ungodly, profane, wicked man was once a church-member.

But these derelicts frequently have valuable cargoes, and as the reward, or salvage, is large for bringing one into port, vessels often go in search of the floating wrecks. Sometimes the salvage award will be \$6,000, or even \$10,

000; so that these abandoned vessels are really rich prizes. So is the spiritual derelict a rich prize. The backslider is well worth saving. He is not beyond hope. He is afloat, though submerged. In this condition the prophet Nathan found King David; he was waterlogged in sensuality. But he was led to consider his way, and he turned again unto God. And, as a result, we have not alone his example, but he has given us the immortal 51st Psalm—that the penitent backslider in all ages may have suitable words wherewith to confess to God. The backslider may become a trophy of rescuing grace. For the dismantled derelict may be put on a dry dock, and again fitted for a voyage. Once more it may plough the waves and bear a cargo. Likewise the returned backslider may yet do good service. A humbler, a wiser, and a more cautious soul, he may manifest the power of godliness. The church in all ages has examples of such. Jerry McAuley was undoubtedly converted while in prison, and was there the means of the conversion of others; but soon after his release, to use his own language, “Satan got completely the upper hand of me. The dear Saviour, who had been so gracious and so precious to me in the prison, I let go. How I wonder that He did not let me go! But He did not.” He became conspicuous in sin. Yet he was reclaimed, and very valuable was the service he rendered in reclaiming others.

Seek for these moral derelicts that are afloat in every community. Board them. Pump out the old bilge water. Tow them to the church. Put them on the dry dock of your sympathy and prayers. A young man for several

months was in a backsliding state, which showed itself in the usual way. He happened to go to a deacon of the church, who was a watchmaker, to inquire what was the matter with his watch. “It has lost time lately,” he said. The deacon looked at him with a steady and significant eye, and remarked, “*Haven't you lost time lately?*” These few words brought the backslider again to his duties.

Alas! backsliding, in a greater or less measure, is common to us all. Well may we therefore use the prayer of St. Augustine, who had so deep and painful an experience of human weakness: “O Lord our God, under the shadow of Thy wings is our hope; protect us, and carry us, both when we are little, and even in hoar hairs wilt Thou carry us; for our firmness only when it is in Thee is firmness; when it is our own it is infirmity. Our good only lives with Thee; when we turn away from Thee we are perverted. Let us then, O Lord, return, that we may not be overturned; because with Thee good lives without any decay, for Thou art good; nor need we fear lest there be no place whither to return because we fell from it.”—*George S. Mott, D. D., in American Messenger.*

### The Old Boatswain's Story.

The boatswain was requested by his comrades to attend a certain meeting while the vessel was in port. He did so and heard things to interest him. When it was his turn to speak, he rose, with his shaggy pea-jacket, clean shirt-collar, tidy black silk neckcloth, loose grey locks, sedate expression of face, and said:

“Ay, ay, sir. Please your honours, I've come down here by the



captain's orders, and if there's anything stowed away in my old weather-beaten sea-chest of a head that may be of any use to a brother sailor, or a landsman either, they are heartily welcome. If it will do any good in such a cause as this that you've come here to talk about, ye may go down below and overhaul the lockers of a poor man's heart. It may seem a little strange that an old sailor should put his helm hard up to get out of the way of a glass of grog; but if it was'n't for the shame, old as I am, I'd be tied up to the rigging and take a dozen rather than suffer a drop to go down my gangway.

"I've followed the sea for fifty years. I had good and kind parents. Thank God for both! They brought me up to read the Bible and keep the Sabbath. My father drank spirits sparingly; my mother never drank any. Whenever I asked for a taste he was always wise enough to put me off. 'Milk for babes, my lad,' he used to say; 'children must take care how they meddle with edged tools.' When I was twelve I went to sea, cabin-boy of the *Tippo-Sahib*, and the captain promised my father to let me have no grog, and kept his word. After my father's death I began drinking spirits, and I continued to drink till I was forty-two. I got married when I was twenty-three. We had two boys; one of them is now living."

Just then something seemed to stick in the old boatswain's throat; but he was speedily relieved and proceeded in his remarks. "I used to think my father was over strict about spirits, and when it was cold or wet I didn't see any harm in giving Jack a little, though he was only fourteen.

When he got ashore, where he could serve out his own allowance, I soon saw that he doubled the quantity. I gave him a talk; he promised to do better, but he didn't. I gave him another. He heard me through, and doubling his fist in my face, he exclaimed: 'You made me a drunkard!' It cut me to the heart, like a shot from an eighteen-pounder, and I felt as if I should go by the board.

"For the first time the thought of giving up spirits came into my mind.

" 'This, then,' said I, 'is the smooth stone from the brook and the shepherd's sling.' I told my wife what I had been thinking of. She said she had no doubt that God had put the thought in my mind. I called in Tom, my youngest son, and told him that I had resolved not to taste another drop, blow high or blow low. I called for all there was in the house and threw it out of the window. Tom promised to take no more. I never had reason to doubt that he had kept his promise. He is now first mate of an Indiaman."—*Ashore and Afloat*.

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### Saving the Lost.

Of the many lives lost at sea a large proportion have been needlessly sacrificed. All who have studied the history of wrecks agree to this. Crews and passengers could have been rescued if the officers of passing vessels had not been blind and deaf and heartless. They pretended not to know that there were wrecks near by, they made believe they saw no signs of distress; or they excused themselves on the ground that they could not take the time to rescue the imperiled lives, or could not be expected to take the risk of

losing their own lives. They were anxious to make a quick passage, they did not want to throw away good chances for bad, they had no responsibility any way for the mishaps of other vessels. A captain saw the Spanish cruiser *Reina Regenta* in a "disabled condition, funnel and bridge gone, and apparently unmanageable;" but he passed on and left 420 souls to their fate.

Such conduct is pronounced heartless and inhuman by right thinking men, and it is now proposed to make it criminal by statute. A vessel in distress at sea, with lives in peril, is entitled, on the score of humanity, to help. He who sees life threatened is under a sacred obligation to try to rescue it. If he passes on he is guilty of taking it, at least indirectly.

Wrecks at sea are awful, but not more so than those wrecks of souls, which are so numerous everywhere. The Bible tells us that the wages of sin is death, and that all have sinned and come short of the glory of God. Christ declared that He came to seek and save the lost; and when He ascended He left His command to His disciples and to all their successors through them to give themselves to the work of saving others. He had taught that the loss of life is comparatively unimportant, that the loss of the soul is to be feared above everything else. All His disciples—and they are those who have passed from death unto life—are intended to constitute corps of life-savers, to save the lost from eternal death.

If this is true—and it must be because it is according to God's Word—what a fearful thing it is for those who are pledged to the life service of the great Saviour

of the world, to cross the sea of life blind to the peril of others, deaf to their cries of distress, passing on and leaving them to their fate. How dwelleth the love of God in such cruel and faithless hearts? It was the one great mission of Christ—to save the lost. It is the one great mission of Christ's Church. If it fails to do this it fails in everything. The Good Shepherd leaves the ninety and nine who are safe in the fold and goes out to hunt the one that is lost.

This is the privilege, the duty of every one who has himself been saved. A clear apprehension of the obligation, a full realization of its weight, is what we all need in order that the work of saving may be carried on with ever-increasing success. On the great seas, but one vessel may pass within sight of a wreck. The chances of another opportunity to the wrecked mariners are very slight. If they are left behind, they are likely to go down like the crew of the Spanish cruiser, or the officers and men of the United States steamship *Oneida*. There is generally some one who has a better opportunity than any one else to save a soul in danger of perishing. If that one neglect his duty he incurs a great responsibility. Therefore, do not wait for some one else to do what is nearer to your hand than to that of another. Do not pass by as the priest and the Levite did when they saw the wounded man by the roadside. It is of the spirit of Christ to minister to all in trouble or distress. He himself went about doing good, healing the blind, cleansing the loathsome leper, raising the dead; but also warning the rich young man, instructing the cautious Nicodemus, and saving the sinful woman



and dying thief. It is a glorious work—the saving of the lost—and great are the promises to those who will, in love to the Master and to the world, engage in it.—*The Independent.*

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### A Sailor's Mistake.

The remarkable results of a sailor's drunken somnolence are reported by the London *Christian*. It states that a sailor, after a long voyage, was paid off at a seaport on the west coast of England, and immediately engaged to join a ship in London belonging to the same owner. Having received his pay, a considerable sum, he took a ticket for the metropolis and departed. But having too much drink he soon fell asleep and neglected to change carriages at the proper station. So he was conveyed across the country to a seaport on the east coast. When he reached this town he was still under the influence of liquor, and not knowing how or why he had come thither, he was questioned by the station-master, who, seeing that he was incompetent to take care of himself, and ascertaining that he had a sum of money about his person, induced him to surrender it to his keeping, and persuaded one of the sailor's fellow-travelers to look after him. The disinterested friend conducted him to a wayfarer's boarding-house, where he slept that night.

Next day the sailor learned what had happened and was in great distress, though thankful that his money was safe. It was his relapse into drunkenness that troubled him. As he reproached himself he wept. The boarding-house keeper, a Christian woman, seeing him in tears, asked him why he wept. "Oh," said he, "I have

been concerned about my soul for two years, but have sinned against my conscience. Can you tell me where there is a prayer-meeting to-night?" "No," she replied; "but I can tell you where you will hear a sermon that will do you good."

"Well, I'll go," said he. "Glad to hear it," rejoined the good woman, and pointing to a portrait on the wall, said, "There is the man that will preach." The sailor looked up, and fastening his eyes on the picture, exclaimed, "Why, that's the very man that I heard preach in Spurgeon's Tabernacle two years ago, and that convinced me of my sins." The landlady was astonished.

That evening an elder of the church noticed the sailor during the sermon weeping bitterly, and followed him to his boarding-house where he talked with him and drew his story from him. He stayed with the man far into the night talking, reading and praying with him until the sailor declared his resolve to trust in Christ. "Only think," said he, "that God should carry me, in spite of myself, to the wrong place, which was the right place, in order to save my soul."

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### Christian Heroism and its Reward.

It is nearly two generations since a boat's crew left their ship to reach the Hervey Islands. One of the passengers upon that boat desired to land, but the boat's crew feared to do so, as the cannibals were gathered together on the shore; but holding up the Bible in his hand, he said, "Live or die, put me ashore." They would not go near the land; he plunged into the surf and held

high the book. He reached the land. The cannibals did not kill him, but he won their favor, and lived among them, and, for ought I know, he died among them.

Thirty years afterwards another ship reached the same Hervey Islands, bringing literally a cargo of Bibles. They were all wanted, and were taken with the greatest eagerness, and paid for by these people. This was the result of the labors of that heroic young man, who said, "Live or die, put me ashore." I was preaching to my people some time ago on behalf of the Bible Society. I mentioned this circumstance in illustration of the fact that it is not so long, after all, between the sowing and the reaping. When I came down from the pulpit and was standing in the middle aisle, there came up to me a tall, manly-looking gentleman, a man that looked as if might be a descendant of one of the old Vikings, and said, "You will excuse me for coming up to speak to you and introducing myself; I am Captain" so and so—I need not give you his name—"I am in command of Her Majesty's frigate" so and so, "and I take the liberty of coming to speak to you in reference to what you said about these islands. I was there with my ship; I saw these people, and I saw the circulation of the Bible among them, and I never saw such Christianity in all my life as among the people of these islands." Said he, "They reminded me of those people of whom you read in the Acts of the Apostles."—*Dr. John Hall.*

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### Redeemed Sailors.

The results of a word spoken in season renew our diligence. In the month of February, 1890, the

bark *H. B. Cann*, Capt. Foot, arrived in Portland from Hiogo, Japan. I visited the bark; while there I spoke words of sympathy and love of Jesus to the officers and crew, in regard to their soul's salvation, and invited them to meeting. The mate, Mr. J. McD., an Englishman, was invited to the Second Parish Church prayer-meeting, and before leaving to go to sea I requested that prayers be made expressly for him, as he was to leave for sea. I gave him a library to take with him.

The 17th day of last June the ship *Steinvora*, Capt. Robbins, arrived here from Trapain. I visited the ship. The first officer stepped up to me and shook hands, saying, "You don't know me, do you? I am J. McD., the man you took so much interest in five years ago. When I arrived here in the bark *H. B. Cann* from Hiogo, Japan, you also invited me to your Christian home. That I very much enjoyed. When I got to sea I thought of my sinful condition and with all earnestness of a crucified Saviour. I determined to heave in stays, to put about and beat off the shore of destruction, and save the shattered bark laden with an immortal soul." He came back a saved man in Christ. I again invited him to my home and to the prayer-meeting, which he took part in. When he left to go to sea he said to me, "I have been serving the devil long enough, and I want to do something for Christ," and he presented me with a ten dollar bill, which I gave to the Y. M. C. A. for their new building. The captain of the ship he sailed in and the crew all spoke of his constant uprightness and Christian life.

When the sailor becomes a



Christian, then will the gospel be carried to the ends of the earth. The sailor is a missionary. Wherever he goes he will point his fellowman to Christ.

My dear brother, let me tell you your soul will not make much progress in Christ unless you are doing something in the way of practical work for God. I speak of this in my own experience.—*E. P. F., in Christian Mirror.*

### A Sailor's Heroism.

The queen has been graciously pleased to confer the decoration of the Albert Medal of the First Class on Mr. William John Nutman, late master of the steamship *Aidar* of Liverpool, for his gallantry in saving life. On January 19, 1896, while the steamship *Staffordshire* of Liverpool was on a voyage from Marseilles to Port Said, signals of distress were observed to be proceeding from the steamship *Aidar*, also of Liverpool, and the *Staffordshire* immediately proceeded to her assistance.

As the *Aidar* was found to be sinking fast, three of the *Staffordshire's* lifeboats were at once launched, and with great difficulty, owing to the darkness and the heavy sea, succeeded in rescuing her passengers and crew, twenty-nine in number. At 6 o'clock in the morning the only persons left on the *Aidar* were Mr. Nutman, the master, and an injured and helpless fireman, whom he was endeavoring to save, and whom he absolutely refused to abandon. The steamship was now rapidly settling down, and as it was no longer safe to remain near her, the officer in charge of the rescuing boat asked Mr. Nutman for a final answer.

He still persisted in remaining with the injured man, choosing

rather to face almost certain death than to leave him to his fate. The men in the boat were compelled to pull away, and immediately after the *Aidar* gave one or two lurches and foundered. After she disappeared Mr. Nutman was seen on the bottom of an upturned boat, still holding the fireman. Half an hour elapsed before the rescuing boat could approach, but eventually Mr. Nutman and the fireman were picked up and taken on board the *Staffordshire*, where the injured man was with difficulty restored by the ship's surgeon.—*Pall Mall Gazette.*

### Piety Amongst Sailors.

It is not the sea that makes a sailor a vulgar animal, but the vices he takes to it. The life of the sea is bitter and hard, but it is not so bitterly hard as of itself to vulgarize a man. "The Spirit of the Creator is never so close to one as at sea," says Mr. W. Clark Russell, the writer of sea romances, and he tells this anecdote to illustrate how a rough seaman may be subdued by a feeling of reverence.

A sailor, a rough, hectoring, swearing fellow, asked one of the ship's boys to lend him his Bible. "I'm afraid you will make fun of it," answered the boy. "No, no, my lad," quickly replied the sailor, "I don't ridicule God Almighty."

The sailor, in common with many landsmen, has a schoolboy fear of derision. He cannot endure being laughed at, and therefore hides even the crude religious feeling which may be in him. When, however, he stands by his colors, and shows that a man may be a good sailor and a good Christian, he is not likely to encounter derision from his shipmates.

"I remember being a shipmate," writes Mr. Russell, "with a fine,

intellectual sailor, a man with as refined a face and as gentle and expressive an eye as ever I met, who during the voyage made a practice in one of the dog-watches in fine weather to read the Bible in the fore-castle to such as chose

to listen to him. He could get no hearers for a good while, but I do not know that the roughest, most unfeeling fellow in the ship ventured to whisper so much as a jest at the man's struggle to be of service to his fellows."

## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### At Stations on the Foreign Field.

#### India.

##### BOMBAY.

Rev. H. A. CRANE writes on April 17:

The regular weekly meetings at the Rest, both on Sundays and Thursdays, have been unusually well attended and interesting for the past six months. Several have been led to accept Christ, on one night six, and others have been induced to sign the temperance pledge. Quite a large number of Christian seamen have participated in the services, making them of special interest. The work is carried steadily on from week to week through all seasons. The superintendent is a hard-working, faithful man, and Mr. MORRIS, a layman here, regularly takes the Thursday meeting, as he has done for years, with great satisfaction to the sailors with whom he is a favorite. Other laymen and missionaries assist willingly when able to do so.

Number of American ships, &c., in port since last statement, 1, all others, 297; religious services held in chapel, 32; average attendance of seamen at religious services, 40, of others, 7; religious visits to hospitals, 10, on ships, &c., 396; Bibles and Testaments distributed, 50, tracts, &c., 1,000.

From the tenth annual report:

Once more we find it a pleasing task to review the work of the year. We are grateful for the prosperity which the Rest has enjoyed, and thank God for the good accomplished in many directions. The religious services have been sustained very satisfactorily throughout the year, and have been more than usually fruitful of spiritual good to the men who have attended them. The superintendent's systematic visitation of ships in the harbor

has also been very profitable and highly appreciated by masters and men.

Many incidents occur in connection with the regular work of the Rest of special and even thrilling interest, which, however, for obvious reasons, cannot be narrated. But there is abundant evidence to show that the institution continues to be a great blessing to the seamen who visit our port. It is exceedingly gratifying to know that the class for whose special benefit the Rest is maintained heartily appreciated the unselfish efforts put forth in their behalf, and are ever ready to manifest their gratitude for the moral and spiritual aid afforded them.

But not only from the crews does this testimony come. Captains, too, bear grateful witness to the same facts; and nothing encourages us more than the hearty endorsement of the work of the institution furnished by captains and officers. From the very beginning they have ever been our staunchest friends and do not fail to evidence their friendship by assistance of the most practical kind.

The steam launch has rendered excellent service during the past year, and has taken its place as a really indispensable auxiliary to the work of the Rest. Its usefulness is more and more apparent. We greatly desire that the remaining indebtedness on the launch may be speedily wiped out, and hope that friends of the work will remember this special claim on their generosity. A hearty united effort would very quickly dispose of the amount due, and thus save the interest which has to be paid, so that the earnings of the launch may be available for its maintenance, repairs, &c.

Our thanks are gratefully tendered to



the community of Bombay for the support vouchsafed. But while expressing our warm appreciation of their kindness, we venture to express the conviction that there is abundant scope for a more generous recognition of the Rest's claims upon the extensive community whose interests are helpfully served by this institution. We trust that 1896 will bring to our treasury a larger amount in the shape of local donations and regular subscriptions than we have been wont to receive.

It is a pleasure to put on record our thanks to friends in inland stations, Poona, Ahmedabad, Deesa, &c., who have responded to the superintendent's personal appeals with acceptable donations. The travelling public cannot be otherwise than interested in all efforts to promote the sobriety and fidelity of those in whose hands their lives practically are for a time. Hence we feel perfectly free to solicit the kind co operation of Europeans connected with the military and civil services.

Mr. JAMES MORRIS, C. E., has continued his warm interest in the Rest, and by his services in connection with the Thursday evening gospel teas held throughout the year has gained the good will and esteem of hundreds of seamen who have been helped by the goodly counsel and sympathy of himself and others associated with him. We again express our thankful appreciation of the services rendered by Miss GRAHAM in connection with the musical part of the work at the Rest, and of the kind offices of Mr. C. S. GORDON as auditor.

Nor would we omit grateful mention of the AMERICAN SEAMEN'S FRIEND SOCIETY's annual grant of 250 dollars, and the kindness of various newspaper proprietors in supplying the reading room with weekly and daily papers.

Each passing year deepens our conviction of the usefulness of the Rest in many directions. We confidently recommend it to the public generally as an institution deserving of their cordial and liberal support.

### Japan.

#### YOKOHAMA.

The following are extracts from letters received by Mr. and Mrs. AUSTEN:

"We are very thankful to say that we still find our Saviour (whom you taught us about) able to help. He is a loving, helping Saviour, and for two years I

have basked in the sunshine of His love; how great it is, it passeth all understanding. I have you to thank for your kindness to me in the early days of my new life, and my Saviour has made it a very happy one. There have been many little troubles, but if taken to the Lord in prayer, He has taken them on His shoulders and borne them for me."

"I am sure I don't feel happy before I trust and live in the dear Lord, and I am glad to say I daily pray to Him and trust and believe He will do it, because He has promised that to me too. While I was discharging cargo in Hamburg we had a very happy time, my dear wife was on board and we attended meetings on shore and had also some meetings on board in our ship. The chaplain of the Seamen's Mission came on board so we had some very nice meetings; he also supplied me with Bibles and hymn books, so that I was able to hold divine service myself, and I am glad to tell you, dear Mr. AUSTEN, that I have had some fine meetings on the voyage out to Santos from Hamburg, and most of my sailors have attended. The first time was on Christmas Day in the English Channel, and since then I have tried a couple of times more, but I very often feel myself unworthy to tell about the dear God; I have still a heavy sin, so am but a poor worker, but I will hope the dear Lord will listen to my prayer and give me strength to do His will. I know that without Him I can do nothing."

"I must tell you that the temperance cause is flourishing,—thirty good members, and please God it may be the means of bringing more to Him, as it is a good stepping stone. I am pleased to tell you the work of the Master is doing well at Hong Kong. I have to make an excuse for WILLIAMS not writing to you, and I hope you will forgive him, as I hope you will; first, he is schoolmaster; second, a good worker for the cause of God; third, the secretary of the Temperance Society. We have school Tuesday, Thursday and Friday evenings; temperance, Wednesday; Bible Class, Monday, Thursday and Sunday, and he is God's elected of all these, and may I, please God, follow in his footsteps as a true Christian and son of God, for I must say his light so shines forth that it is a good example for any to follow.

"Our meetings for singing under the fore-castle on Sunday evenings are well

attended, and if the seed does not yield fruit in our time for us to see, God will have it in His own good time."

"The first thing I must say is that we are still following the motto of onward, homeward, upward, heavenward, looking unto Jesus. Mrs. and Mr. AUSTEN, I can assure you that your labor in bringing me to know Christ shall never be forgotten by me, I am finding His love and grace more daily, and I am very sorry to say that there are but three of us now clinging to the cross, and I pray earnestly that those who have backslidden may return. It seems the aim of nearly all in the ship to turn towards the devil, but I am still happy and rejoicing in those beautiful and heart-filling hymns, 106 and 210. The ungodly are not forgotten, they are always prayed for, especially our shipmates. We try to do all we can, and although we think we are doing no good, we know not how our Father worketh.

"I must now tell you that our captain is still the same, a good captain to us; our minister, Mr. HUGHES, is the same; he tries his best with all for their good, but he has not got the grip of the men's hearts that is wanted to move them to Christ, but our prayer is that God will in His mercy guide his tongue and heart to move them. Our other officers are very good; we have a lot to be proud of."

"Ah, friends, little did I think that I was going to be brought to the Lord in such a way as I have. I have had letters from my brother, such loving letters, he was so pleased to know that his prayers had been answered, he has gone home with a much lighter heart I can assure you. He left Hong-Kong five days before our arrival. I was disappointed, of course, but it is a great blessing to know that I shall meet him again, if not on this earth, in heaven.

"Now, Mr. AUSTEN, I am about to ask a favor, *please* write a letter so that I can show it to those that are anxious about their souls, for there are many.

"Yokohama is by far the best place that has been visited by the *Mercury's* crew. So much like home and your dear little ones too. What man that had any heart at all, would go wrong after being with the dear ones? May they all grow up to be a blessing to you both, and live as you live, trusting in the Lord. Now, dear friends, I am about to go the rounds, 'out lights'."

"I expect you will wonder who this is

from, when you get it, as it will be almost like a voice from the dead, it is so long since I saw you, and I have never written you; the reason why is this, that I neglected writing you so long until I felt ashamed to write you. I expected to have come to Yokohama some little time ago but was disappointed. You can imagine the joy of looking forward to being amongst you all again and to see you again face to face who were the means in God's hands of bringing me to Himself. Surely I can say with St. Paul that I can thank my God upon every remembrance of you. I am writing you now to let you know that I am still trusting in Jesus; it is about five and one-half years ago now since I gave my heart to God in your drawing room and it was you who delivered the message that was used of God by the power of the Holy Spirit to convict me of sin, and thank God that He did not leave me until I yielded to Him and then He gave me the peace which none but He can give, and thank God I have never regretted the step that I took then. I was then on board the *Wanderer*. Surely these have been the happiest five years of my life. I trust that this letter may be the means in God's hands of much encouragement to you. I know a little of what the disappointments of a Christian worker are."

"I am happy to say, thank God, that we are all well on board, and that our Saviour is still keeping us body and soul. We are having some very good times here now; there are some good, earnest workers here and we have some very good meetings. We are still moving on board; we keep trying to awaken the men to the fact that they are living to die. It is gradually taking effect among them, for sometimes seven or eight of them attend the meetings of their own free will, and thank God that His Spirit so moveth them that they have to come and ask comfort of and among God's children. The temperance party are still making good progress."

KOBE.

Mr. J. M. HARMON writes on April 23:

I send you per this mail a photograph, or rather several, of the new building we have for the Master's work here, and am glad to be able to say that the Institute is being well patronized, and I am certain that the dear Master will bless the work done in His name in this port, in the future even more fully than He has done.



in the past. I send you enclosed a card of the Institute and a placard of the meetings. Very many thanks are due you for the money you have given us for the work here, and while it is nothing like what we really need, yet it is a great help and we are thankful for it.

We should be very thankful for any reading matter you could send us. I am in correspondence with the mission in New York and shall soon be with the one in Philadelphia. I find this is a great help as I can turn my men over to their care.

The new Seamen's Institute, No. 6 Division street, was opened last evening with interesting exercises. They were mainly musical. The audience, though not so large as it should have been, was thoroughly appreciative.

All the performers deserved the thanks and cheers they received. During the intermission opportunity was afforded to inspect the premises, while cake and coffee were also served to all who cared to partake. The building is largely due to the generosity of Rev. S. SWANN. It is well adapted for its purpose. Four rooms with sixteen beds up-stairs will accommodate, as a rule, all applicants. And in case of emergency thirty or more can be kept over night. The largest room down stairs was arranged last evening to seat a little over one hundred; about fifty more could be seated. The office is conveniently located, and the room for books, tracts, &c. is well arranged. There is also one room down-stairs entered by a separate entrance from the street and partitioned off from the rest of the building where men overcome with liquor may be lodged until they are more approachable. We understand also that a system of tickets for meals and lodging has been arranged so that citizens may supply hungry sailors with something to eat without the fear of having their generosity squandered in drink. Mr. J. M. HARMON is in charge of the institution. His personal support is secured by societies in England and America. The institution itself deserves and will doubtless receive the support of this community.—*Kobe Herald, April 16.*

### Chile, S. A.

VALPARAISO.

Rev. FRANK THOMPSON writes on April 8:

I beg to enclose herewith report of

this mission for quarter ending March 31st, 1896. The attendance of seamen upon all our religious services still holds good. I am greatly encouraged with the attention given to religious subjects. There have been many cases of true surrender to God, I trust, especially among the apprentices. I take every means I can to strengthen these lads in their new purposes before they leave port.

I have entered into a permanent arrangement for holding Sabbath services regularly in the English hospital, a private institution. Heretofore this has been under the care of the Anglican clergyman here. Our sailors in the national hospitals I privately converse with, and visit regularly, but as all the nurses and attendants are Romanists, our movements have to be with care and discretion. These institutions, though supported by the State, are managed by the Church (Romanist.) We started on the new year with the best of prospects, spiritually and financially; that is, we have no debts, and we have every reason to expect a spiritual harvest will be the result of our labors, to be reaped somewhere in our numerous home and foreign ports watched over by God's servants.

Number of American ships in port since last statement, 3, all others, 310; services held on board Bethel, 15, in hospital, 13, elsewhere, 5; average attendance of seamen, 130, of others, 15; visits to hospitals, 25, on board ships, 320, in boarding-houses, 6; books, magazines and papers distributed, 1,117.

### Argentine Republic.

ROSARIO.

Capt. F. ERICSSON writes on April 25:

The Lord has been blessing our mission work here. We have been having good meetings with Christians, both officers and men, but I regret that I cannot report any who, seeing the error of their ways, have turned their steps to a nobler and better life, but we trust our labor is not in vain in the Lord. We are still sowing the good seed, and offering sinners salvation through Christ.

Since my last report it has been a time of great trial to me and my assistants. The crimps here seem to think they can have it all their own way and use all the skill they can command to work evil among any who are unfortunate enough to fall into their clutches. At last I found it necessary to make a report to our Committee, and I am glad to say

they have done all in their power to protect us, but the authorities here are very slow to understand the good work that an institution like ours is doing and we have never yet had natives living in the Home.

It is a source of great sorrow to me that I cannot carry on the mission work with as much success as I should wish, but still feel thankful that I can do something for my Lord and Master and that this Home is a refuge for poor Jack when fleeing from the sharks who are trying their utmost to ruin him.

As usual I have visited the hospitals and prisoners and found some with whom the spirit of the Lord was working.

The last quarterly statement is as follows: Religious meetings held, 38; hospitals and prisoners visited 23 times, ships visited, 127. In the port there have been 122 steamships and 113 sailing vessels, of which 9 were American.

The committee have very kindly continued to give a concert and tea every month this year; on each occasion the meetings have been crowded. I should have stated that the crews of every ship in port were invited without regard to nationality; my earnest prayer is that these meetings may be the means of drawing many from the low haunts of vice and sin, and as they see we care for them socially as well as spiritually it may get them to think something of Him whom we serve and end in their being brought to the Saviour's feet.

I have found it impossible to visit all the vessels in port, 1st, because my time has been so fully occupied in the Home, 2d, because most of the vessels are lying in the stream, and this river having a very strong current, it requires a good boat and men which adds greatly to the expense as well as requiring very much time to reach them

all. But as we do not expect quite so many ships here during the next few months I hope to visit every one..

## Madeira.

FUNCHAL.

The following is taken from the annual report:

During the past year the evangelistic work has gone on as vigorously as ever, and constantly recurring incidents prove the necessity for the work. Much evangelistic work has been done in Funchal at the Mission Hall. Six times a week services have been held, and we trust that much good has been done. At Machico and Sao Antonio de Sierra vigorous work has been accomplished. In the valley of Machico a determined opposition has been met, but our brother there has done well. At the Sao Antonio de Sierra we are endeavoring to erect a permanent station, concerning which a special appeal was issued. As a result of our efforts souls have been saved, and we believe that greater good will result if the work is energetically and faithfully continued. The Portuguese branch of the work is very important, and will need a constantly increasing amount to support it. If Madeira is ever to be won for Christ, a much greater effort than is at present being made will be needed. The need for a Sailor's Rest has been more than ever felt during the last year. Money is greatly needed to pay the rent for this institution, £20 a year. We heartily thank the AMERICAN SEAMEN'S FRIEND SOCIETY for their annual grant.

Madeira for Christ! A port more completely rid of danger to our sailors! These words fitly describe what we are striving to accomplish.

## At Ports in the United States.

### New York.

#### SAILORS' HOME.

Capt. DOLLAR writes on June 1:

The meetings at the Sailors' Home are continued as usual, not without good results, as several of the sailors before leaving have showed by openly confessing Christ as their Saviour. We might just state here that sailors boarding in the Sailors' Home have the advantage of others who do not, as they come under

the influence of the gospel and prayer, and that the word of God is given to any who wish to accept it before going to sea. I remember to this day, and will as long as I live, the great blessings I received when a young man when stepping on shore by going to a Sailors' Home to board, both in Europe and in America. I had my mind made up as soon as the ship was fast and the voyage completed to shape my course to the Sailors' Home if there was one in the port arrived at. I believe now with all my heart that the



Lord directed my youthful steps in that direction when a stranger in a strange land, so that now in my advanced age my foot standeth in an even place and by God's grace I have been kept from the path of the destroyer.

The outside mission work goes on, such

as the distribution of tracts, visiting the hospitals and supplying the ships with reading matter. We can dispose of any quantity of profitable reading to advantage among the ships in port that we may receive from any of our friends who may send it to us.

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BROOKLYN NAVY YARD.

Mr. J. M. Wood writes on May 31:

"TO THE BOYS OF THE UNITED STATES NAVY."

You sailor boys of worldly joys who sail on the ocean blue,  
A Saviour calls you one and all to serve with the good and true,  
Whose works redound with a joyful sound as we hear the joyous cry  
Of the good they do among their crew as the days are going by.

Gird on the gospel armor bright, your comrades you must save,  
Where vice will reign the crimson stain must mark the traceless grave,  
We mean to fight old Satan's might and all his hellish crew,  
To free and gain, and break the chain which binds our boys in blue.

The gallant *Charleston* leads our van, on China's heathen shore  
Her record bright supasses quite all other ships of yore,  
Of great deeds done and battles won for Him who rules the sea,  
Since the day our great Redeemer sailed on the Lake of Galilee.

Now in the fight for freeman's right, our Flag-ship takes her stand,  
Within that ship are well equipped a bold, determined band,  
From California's golden shore with courage true and tried  
Has borne the banner of the cross upon the ocean wild.

In memory dear we should revere the boys who nobly fell  
In the days of old when tars were bold, sad tales of ruin tell,  
With fate's decree so suddenly have sunk to rise no more,  
Are laid to sleep in fathoms deep safe on that wreck strewn floor.

No sad despair, no parting prayer, no time to say good-bye,  
Though proudly bore the sailor's crest, were not prepared to die;  
The time is past, the die is cast, on to eternity,  
Though the Shepherd's fold would safely hold the flocks that roam the sea.

Now comrades bold, both young and old, who know the sailor's fate,  
Avoid the path of sin and shame before it is too late,  
The Country's flag we hold so dear, more gloriously shall wave  
When we hoist the banner of the cross above the sailor's grave.

Nearly every trade and profession is represented among the ten thousand men-o'-war's men in the U. S. navy, and now and then a full fledged poet is found among them, as the above poem, written by a Christian sailor, will attest. It was sent me recently by the author with the following letter, which has kept me singing ever since:

"I have sent you a few copies of my

poem, hoping you will distribute them among the boys. I met you often at Norfolk when I was leading a bad life. I was then chief bosn's mate on the — when she was fitting out for her first cruise. I thank God I have come to my senses and am now leading a happy, Christian life. It was the news of your conversion that started me on the right road. I have now gone so far that I feel

it impossible to retrace one step, although I know the road is narrow, but my burden is light and I mean to keep on. I am going on board the — to-night to take part in the meeting of the C. E. Society of that ship."

I remember this dear brother well in the awful days when we were both in the toils of sin, bound hand and foot in Satan's chains, free to-day, both of us, thank God, through the cleansing power of the precious blood of Christ. May the great Pilot who has done so much for us consecrate his muse and speech and every energy of mind and body and soul, in leading his shipmates to the everlasting anchorage.

Other letters from various ports of the globe read as follows:

"I do not know what I should do were it not for God's word. I am so glad to know that I have a home beyond this world, not made with hands, but eternal in the heavens; this is not my home. How rejoiced I am His blood cleansed such a poor sinner as me. He has given me the oil of joy for mourning, the garment of praise for the spirit of heaviness. I can sing from the depths of my heart:

"I'm satisfied with Jesus now,  
He is everything to me,  
His dying love hath won my heart,  
And now He sets me free."

"I am glad to let you know that Christ is still my Saviour and am trusting Him under all circumstances. I realize that there is help in the Lord, and His grace is sufficient for every trouble and temptation."

"I feel deeply thankful to God for all the blessings that I have received, and know I am pressing on to victory, and no power on earth can crush that liberty and joy out of my soul. I have never ceased praying for you and your labors, and my persistent, earnest supplications follow you and your wife in the great field wherein God has placed you that you may be abundantly blessed with many sheaves."

"I am sick in the naval hospital with heart trouble and seem to recover very slowly, but I am in the hands of the Lord and if He sees fit to take me, why I am ready to go. I can trust Him. On my cot here I am praying for you and your work, and I know the boys are doing the same on the ships. I have started to read my Bible through and am now

up to the first book of Kings. Pray that I may learn from God's word."

Two more of the famous C. E. band of the U. S. S. *Charleston* have arrived here and re-entered the service, and their ringing testimonies are heard in our meetings. I have received a large photograph of the Sailors' Home in Nagasaki, Japan, organized by these dear brethren. Oh how God honors us when we honor Him!

I desire to express my gratitude and thanks to the executive officers of the *Indiana*, *Newark*, *Terror* and *Katahdin* for granting permission to large numbers of the crews of their respective vessels to attend our services, and for several weeks we have had very large and earnest audiences, and scores of these tempted men of the sea have been touched by the spirit of God and have publicly asked for our prayers that they may lead Christian lives. Many more have testified to Christ's mighty power to save unto the uttermost all who come unto God by Him, and for intense spirituality and power these latter meetings have equalled any ever held here. I feel that another Pentecost is about to sweep over the world's waters. Just a few nights ago I recognized among the audience some old shipmates of years gone by, and referring to the sad days of my naval career, what I was then when they knew me, and what I am now by the grace of God, and while I was yet speaking, two of them, evidently laboring under deep emotion, arose and came and grasped my hand warmly, and amid a silence that could be felt resumed their seats, and a hush fell upon all, betokening the presence of Him of Galilee. At the conclusion of this service many came to grasp me by the hand, among them one who said, "I have never seen you before, but have heard of you and your work all over the world where I have sailed. I am a Catholic, but I want to shake you by the hand and bid you God-speed." Do you wonder that our cup of joy runneth over at times as we labor in this mighty vineyard?

One of the most enthusiastic and helpful of our friends who aided us in our labors in Chicago last December was Mr. CRISS COBB, an old sailor, though young in years, and he was with us during a recent service at the Cob Dock and spoke very earnestly and effectively to the one hundred and twelve sailors gathered there. Mr. CAMERON and wife, of the same city, two very earnest Endeavorers greatly interested in seamen's work, also

paid us a visit and were much impressed with the magnitude of the work.

I attended memorial services at the Naval Cemetery on the 24th inst., conducted by Naval Post 516, G. A. R., N. Y., Farragut Naval Veterans, N. Y., and Monitor Naval Veterans of Brooklyn. The exercises were opened with prayer by Chaplain McINTYRE; address of welcome by Commodore SICARD, commandant of the Navy Yard, N. Y., and a stirring oration by General STEWART L. WOODFORD. The ceremonies were very solemn and impressive, and I thought of the day when the sea shall give up its dead and every grave be left without an occupant.

Chaplain CHARLES H. PARKS, who has been at this Dock for the past three years, sails on the steamer of the 6th ult. for duty on the *San Francisco*. By his kindly manner he has become very popular with both officers and men, and every one wishes him God-speed in his new field of labor. Chaplain W. H. REAMY succeeds him.

At the request of a number of the crew and by kind permission of the commanding officer of the *Indiana*, I was privileged to hold a special service on board that famous battle-ship on the evening of the 27th inst., and there beneath the frowning, brazen-throated guns of war I was glad to proclaim the gospel of peace to over one hundred men, who listened with rapt attention and thoughtfulness to our service of song and speech, and we pray that the seed sown there may ripen into a wondrous harvest for the Master.

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## Massachusetts.

GLOUCESTER.

Rev. E. C. CHARLTON writes on June 9:

I enclose report for March, April and May. These have been very gracious months, and while we have nothing very great or stirring to report, we have had forty-two requests for prayers and thirteen clear conversions. The attendance has been more even and the interest steady. Not a week has passed without some requests for prayers. We have our finances well in hand, and I am largely relieved from financial responsibility, so that I have been able to give myself wholly to the gospel ministry, praise the Lord! During the month of May I have held one out-door service every Sunday, which have been largely attended and orderly. The attendance is not included

in my report. I purpose to keep up these meetings all summer, as my in-door services for the next three months will be very slim. I am enjoying the very best health and love to work. God bless you and all the faithful workers everywhere!

Number of ships, &c., in port since last statement, 5; religious services held in chapel, 84, funerals, 2, elsewhere, 10 or 12; average attendance of seamen at religious services, 36, of others, 43; religious visits to hospitals, 3, on ships, fishermen and coasters, 35, in boarding-houses, 45; Bibles and Testaments distributed, 100, and 2 tons of good literature.

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## Alabama.

MOBILE.

Rev. R. A. MICKLE writes on May 1:

Number of American ships, &c., in port since last statement, 7, all others, 41; religious services held in chapel, 9, in hospital, 5; average attendance of seamen at religious services, 14, of others, 13; religious visits to hospital, 5, on ships, &c., 92, in boarding-houses, 8; Bibles distributed, 8, and magazines and papers.

On the second day of the month the Ladies' Bethel Auxiliary Society met and elected new officers for the ensuing year, viz: Miss STONE, president; Mrs. LOWE, vice-president; Mrs. WRIGHT, secretary, and Mrs. LA PRADE, treasurer.

Religious services at the Bethel and Marine Hospital were regularly kept up and the attention was devout. Seventeen seamen requested prayer for themselves. This is a most encouraging sign, as it indicates real earnestness. The reading room has been used daily, and the free writing material much appreciated. The music at the Bethel services is always good, and the singing general and hearty. Thanks are due to Messrs. RENCHE and WHITTEN, who as pianist and organist are punctual and efficient. The monthly entertainment consisted, as usual, of an address, fine vocal and instrumental music, recitations, comfort bags, flowers and refreshments. All who assist us in this festival season certainly do it *con amore*. It seems truly a pleasure to them to lend a helping hand in this good work. In enumerating the benefactors for the month it gives pleasure to particularize as follows: Messrs. JONES-GOULD Furniture Company presented us with four very neat lamp stands; Mr. DANIELL gave a bottle of ink; Mr. YUILLE gave bread to



a hungry sailor; the St. Charles and the Hotel Royal each gave a breakfast to a seaman; Mr. T. G. BUSH gave one dollar for the reading room; Mr. G. E. CRAWFORD gave five dollars towards the Bethel work; Mrs. WOODY STONE presented the refreshment room with three glass sugar bowls; the King's Daughters sent comfort bags and flowers; Mrs. Dr. MASTIN sent flowers and papers; Mr. HAMMEL sent New York papers, and Mrs. LABUZAN several magazines.

It is a consummation most devoutly to be wished, that this city, increasing so perceptibly in commercial importance, and owing it nearly all to the shipping and seamen, could be induced to build a Sailors' Home upon the eligible vacant lot already owned by them, and give a practical exhibition of appreciation and sympathy for this noble class of brave, self-denying men, "exposed to perils of waters, winds and rocks, where ships are but boards and sailors but men," and enduring all manner of hardships, trials and temptations.

Also on June 1:

Number of American ships, &c., in port since last statement, 5, all others, 35; religious services held in chapel, 9, in hospital, 4; average attendance of seamen at religious services, 14, of others, 24; religious visits to hospital, 4, on ships, &c., 85, in boarding houses, 6; Bibles distributed, 11, Testaments, 15, and magazines and papers.

Twenty-four seamen requested prayer for themselves at the religious services during the month. Who does not feel it to be a blessed privilege to lend a helping hand in a cause so immediately productive of the best results! The chaplain gratefully acknowledges having received during the month help in his work from the following persons: Mr. A. S. BENN gave five dollars, with the privilege of calling for the same amount every six months; Mr. F. E. TUTWILER donated a nice wire safe for the refreshment room; the reading room has been nicely papered through the generosity of Mrs. LAVRETTA, wife of the mayor of Mobile; the lamp at the front door has been repaired by the Bethel Auxiliary; Mrs. HENRY BARNWALL and Mrs. F. P. DAVIS gave many of the best magazines and periodicals, all of recent date; Miss PARKER, Mrs. GAYNOR, and Dr. BOULO each sent papers; three ladies gave for the refreshment room three cake stands and a glass bowl; Miss FORSYTH gave a prayer book and a Bible; Mr. YUILLE gave bread to a

hungry sailor. The majority of these donors, probably all of them, would prefer my not making public mention of their names. I could only ascertain the name of the one who had the papering done by inquiring of the party who had charge of the job. My object in giving names and donations is to encourage others to go and do likewise. It would be hard to find a better investment for money and other aid than in this needy yet glorious work.

The monthly entertainment passed off delightfully. The many "Jack tars" present were made to rejoice by music, recitations, flowers, comfort bags and refreshments. These festivals are always free to all seamen of every grade and nationality. We have never asked a seafaring man for a nickel for any purpose. Bibles are not only given but pressed upon them. This is through the liberality of the Mobile Bible Society. The interest in the Bethel has marvellously increased among the citizens of Mobile.

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## Oregon.

PORTLAND.

Rev. W. O. FORBES writes on May 5:

I enclose statistical report for April. In addition I would say that while we have had few ships in Portland, especially English ships, we have had a good attendance of seamen, 1,182, to all the work of the mission. The attendance of longshoremen has increased steadily in the chapel, for which we are glad. The social and spiritual work were never more encouraging, there being a number of sound conversions. We have had four socials, with refreshments, given by the friends in the city outside the mission.

Number of American ships, &c., in port since last statement, 15, all others, 5; religious services held in chapel, 12, elsewhere, 4; average attendance of seamen at religious services, 30, of others, 75; religious visits to hospitals, 10, on ships, &c., 50; Bibles and Testaments distributed, 5, tracts, &c., 500.

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## Washington.

SEATTLE.

Rev. THOMAS REES writes on June 1:

There has been little change since my last report in the number of shipping, or in general business and commercial enterprises. Our meetings have been fairly

well attended; we have had 14 forward for prayers, 1 sailor and 7 others converted. The blessing of God has been with us, for which we praise Him with our whole heart. I have been at Port Blakely once during the month and had twenty-five sailors out at the evening meeting. There were ten ships loading, quite a number of them without crews. In addition to the mill company's interests, quite a number of vessels are building there, one a schooner with five masts which will carry two million feet of lumber, perhaps the largest of that class in the world.

The Board of Trustees met this month and accepted my report for 1895. They granted me two months' leave of absence, but I do not think I can take it, as my purse is not large enough to go east, and it is for me to acquiesce in the Lord's will concerning me. May the good Lord bless the AMERICAN SEAMEN'S FRIEND SOCIETY and the work in its many branches, and may this year be the best in its history.

Number of American ships, &c., in port since last statement, 14; religious services held in chapel, 62; average attendance of seamen at religious services, 6, of others, 50; religious visits to hospitals, 5, on ships, &c., 44, in boarding-houses and sick rooms, 14; Bibles and Testaments distributed, 2.

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## California.

### SANTA BARBARA.

From the Santa Barbara Committee of Floating Christian Endeavor comes the following letter:

Dr. WENDELL PRIME, who is spending the winter here, asked me to give you his kind regards and also to tell you of our work among the sailors.

The local Union of Christian Endeavor added a Floating Committee to its list last July and we have been giving attention to that work since.

Our committee consists of five members and our work is mostly with schooners, very few ships coming here in a year.

The first floating work we did was on April 29, 1895, when an English ship came here loaded with coal and remained a month. During its stay we held four services on board and gave a reception to the crew, which was well attended. We had the joy of having one young man sail away a new recruit for the army of Christ. A letter received from his father, later, would give us ever reason to believe he was loyal to his profession.

During the year we have visited thirteen schooners and held ten services on ships. We have had two of our U. S. ships here, the *Philadelphia* and the *Albatross*, and were greatly encouraged by the interest these men manifested. During the interval between the first visit of the *Philadelphia*, January 8, and her second visit in April, a Christian Endeavor Society was formed on board while they were in San Diego harbor.

Our work as we carry it on is to hold services on board whenever possible, distribute flowers with Scripture verses attached, church invitations and religious literature.

Dr. PRIME thought you might be able to send us some literature, or suggest to us where we could obtain that which would be adapted especially to our work.

We have a small donation of Testaments just received, which will supply us for some time, and are to have some leaflets from the American Tract Society, so you see our friends are very good to us.

Any suggestions that you can give us that will aid us in our work will be gladly received.

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## Book Notice.

BLUE BOOK OF AMERICAN SHIPPING. Containing 325 pages. Published by the *Marine Review*, 409 Perry-Payne Building, Cleveland, O. Price \$5.00.

The Blue Book of American Shipping as a book of reference answers the following questions:

Who owns the steamer or schooner? American or Canadian? What are the names and addresses of concerns owning principal fleets of vessels on the lakes? What are the names and addresses of principal vessel owning concerns in the United States, on lakes, coasts and rivers, passengers and freight? What are the names and addresses of ship and engine building concerns and dry dock proprietors of the United States? What are the names and addresses of masters who command the principal vessels in the United States? What are the names and addresses of 3,150 coast and lake marine engineers? What are the names and addresses of men who design and build ships and engines? What are the names and addresses of constructors and engineers of

the U. S. Navy? Sizes of hulls, engines and boilers of modern lake steamers? How does the modern lake fleet appear? What is the history of the lake ship yards? Give names of different parts of triple expansion engine? Give actual performance and efficiency of modern lake steamers. What does it cost to operate modern steel steamers? What are names and particulars of fleet of vessels coming from lake ship yards this season? Give cylinder sizes of marine triple expansion engines. What is the value of the lake carrying business, amount of tonnage, cost of carrying, and statistical information of the lake marine business? What is the production of Lake Superior iron ore region? Describe docks and equipment at lake Erie ports. Sault canal statistics and amount of tonnage passing? Ships and ship building, tonnage of and annual product in different parts of the United States? Lake freight rates for 1895 and past ten years? Dimensions of locks and particulars of St. Lawrence and Erie canals? Comparative levels of the great lakes? Navigation information, including dry dock directory, weather signals, location of life saving stations, width of draws of bridges in lake ports, map of new 20-foot channel, St. Mary's river, Soo canal and St. Clair flats ship canal, and Canadian canal regulations? What are names and addresses of principal concerns furnishing marine supplies or engaged in marine business? What are names of best and most reliable marine business concerns?

Five dollars is a small sum for information of so much value.

### The Planets for July, 1896.

MERCURY will be visible the first few days of the month, low in the east, before sunrise.

VENUS will not be visible; superior conjunction occurs July 8.

MARS will be visible after midnight; brightness slowly increasing.

JUPITER will be too near the Sun to be seen.

SATURN will be visible up to about midnight.

Princeton.

T. R.

### Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

MAY, 1896.

Total arrivals..... 73

### Receipts for May, 1896.

#### MAINE.

South Berwick, Mrs. A. Tobey..... \$ 1 00

#### MASSACHUSETTS.

Groton, Mrs Mary M. S. Spaulding, for library..... 20 00

Whitinsville, Congregational Church and Society, of which, for libraries, Edward Whitin, Miss Annie L. Whitin, Arthur F. Whitin and Mrs. Arthur F. Whitin each \$20.. 220 90

#### CONNECTICUT.

Stratford, Congregational Church Sunday School, towards library.. 10 00

#### NEW YORK.

Brooklyn, Church of the Pilgrims, of which Mrs. R. P. Buck \$20 for library..... 137 39

Mrs. W. C. Bowers..... 2 00

Cooperstown, bequest of Alfred Corning Clark late of Cooperstown, per Frederick G. Bourne and Douglas Alexander, executors, and Elizabeth Scriven Clark, executrix..... 10,000 00

Mt. Kisco, Mrs. B. H. Edmonds, for the Daniel Heppburn Library..... 20 00

New York City, collections from the White Star Steamship Co.'s steamers, received per H. Maitland Kersey, agent..... 125 00

Collections from the steamers of the International Navigation Co.'s lines, received per H. G. Phillips, cashier..... 49 57

Helena P. Bulkley, for Bulkley Fund Libraries..... 100 00

Elbridge T. Gerry, for libraries.... 100 00

Rachel L. Kennedy..... 50 00

Arnold, Constable & Co..... 25 00

Mrs. D. C. Blair, for library..... 20 00

Wm. H. Webb..... 20 00

H. C. Fahnestock..... 10 00

Leshner, Whitman & Co..... 10 00

S. R. Kendall..... 3 00

Capt. D. T. Dickson, of brig *Daisy*, for library work..... 1 00

Southampton, First Presbyterian Ch 89 56

#### NEW JERSEY

Newark, Third Presbyterian Church 60 13

New Brunswick, The Guildon Street Sunday School, for library..... 20 00

#### PENNSYLVANIA.

Montrose, Henry A. Riley..... 5 00

\$11,049 55



AMERICAN SEAMEN'S FRIEND SOCIETY'S  
REPORT OF NEW LOAN LIBRARIES  
SHIPPED IN MARCH, APRIL AND MAY, 1896.

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1, 1896, was 10,292; and the reshipments of the same for the same period were 11,935; the total shipments aggregating 22,227. The number of volumes in these libraries was 541,000, and they were accessible, by shipment and reshipment, to 391,002 men. Ten hundred and twenty-one libraries, with 36,899 volumes, were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 117,889 men. One hundred and fifty-two libraries were placed in one hundred and fifty-two Stations of the United States Life Saving Service, containing 5,906 volumes, accessible to twelve hundred and forty-nine Keepers and Surfmen.*

## MARCH, 1896.

During March, 1896, twelve new loan libraries were sent to sea from our Rooms. These were Nos. 10,281-10,292, inclusive. Assignments of these libraries have been made as follows:

<i>No of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10,281..	Junior Christian Endeavor Society of First Congregational Church of Mont- clair, N. J.....	Bark Alice M. Claridge.	London.....	15
10,282..	Mrs. Anne Clay Washburn, of Savan- nah, Ga., in memory of her son, In- gersoll Washburn, Jr., with the text "He that overcometh shall inherit all things and I will be his God and he shall be my son."—Rev. xxi: 7.....	Ship A. G. Ropes.....	San Francisco ....	28
10,283..	Mrs. K. G. White, of Sparkill, N. Y., for the "Thomas Melville Library" ..	" Sam Skolfield.....	Shanghai.....	24
10,284..	W. A. Pearson's class in First Pres- byterian Sunday School of Schenecta- dy, N. Y.....	Bark St. James.....	Mascassar.....	20
10,285..	James H. Kellogg, late of Rochester, N. Y., per Mrs. J. H. Kellogg, execu- trix.....	Ship James Nesmith....	Portland .....	24
10,286..	" " " "	" Eureka .....	Rio de Janeiro and Europe.....	26
10,287..	" " " "	Bark Chas. R. Flint....	Shanghai .....	42

# AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10,288..	James H. Kellogg, late of Rochester, N. Y., per Mrs. J. H. Kellogg, executrix .....	Bark A. W. Spies.....	Java.....	18
10,289..	" " " " .....	Ship Paramita .....	Hong Kong.....	22
10,290..	Arthur F. Whitin, of Whitinsville, Mass .....	" I. F. Chapman....	Japan.....	28
10,292..	Miss Georgie A. Bulkley, of Southport, Conn., for the George Bulkley Library No. 9.....	" El Capitan.....	Shanghai.....	21

Libraries previously issued were also assigned this month, as follows:

10,269..	Miss Mary T. Baldwin, of Morristown, N. J.....	Ship Geo. R. Skolfield...	Yokohama.....	22
10,270..	Mrs. Elbert B. Monroe, of Tarrytown, N. Y., for the Frederick Marquand Monroe Library.....	" City of Philadelphia.....	San Francisco.....	21
10,273..	" " " " .....	" Santa Clara.....	San Francisco.....	21
10,274..	" " " " .....	" Wm. H. Conner....	Shanghai.....	22
10,275..	Missionary Society, Church of Strangers, New York City.....	Bark W. B. Flint. ....	Port Natal.....	13
10,278..	Mrs. Matilda Mitchell, of Schenectady, N. Y.....	Ship Vigilant.....	Port Elizabeth....	22
10,279..	First Presbyterian Church Sunday School of Troy, N. Y.....	Bark Herbert Black....	South America....	12
10,280..	Primary Class of South Church Sunday School, New Britain, Conn.....	Ship L. Schepp. ....	Japan.....	26

## APRIL, 1896.

During April, 1896, twelve new loan libraries were sent to sea from our Rooms. These were Nos. 10,293-10,304, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10,293..	Russell W. McKee, of New York City, through Bruce & Cook.....	Ship Celeste Burrill....	San Francisco.....	22
10,294..	Miss Eliza A. Bulkley, of Southport, Conn., for the Elizabeth Bulkley Library No. 9.....	Bark Fred P. Litchfield.	Melbourne.....	18
10,295..	Miss Rachel L. Kennedy, of New York City.....	Ship Willie Rosenfeld...	San Francisco ....	27
10,296..	Miss Eliza A. Bulkley, of Southport, Conn., for the James Eleazer Bulkley Library No. 9.....	" S. D. Carlton.....	Shanghai.....	28
10,297..	Mrs. Richard P. Buck, of Brooklyn, N. Y.....	U. S. Revenue Cutter Crawford.....	Coasting.....	40
10,298..	Lucy J. Pease, of New Britain, Conn.	Bark Saranac.....	Adelaide.....	13

# QUARTERLY LOAN LIBRARY REPORT.

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10,299..	Mrs. D. C. Blair, of New York City..	Bark Stratistla....	Saigon .....	18
10,300..	Miss Annie L. Whitin, of Whitinsville, Mass.....	" Geo. F. Manson....	Cape Town.....	16
10,301..	Arthur F. Whitin, of Whitinsville, Mass.....	Ship Shenandoah.....	San Francisco.....	38
10,302..	Mrs. Arthur F. Whitin, of Whitinsville, Mass.....	Bark Spartan .....	Auckland.....	13
10,303..	Edward Whitin, of Whitinsville, Mass.....	Ship S. P. Hitchcock....	San Francisco.....	29
10,304..	Guilden Street Sunday School of New Brunswick, N. J.....	Bark Alice.....	Auckland .....	14

## MAY, 1896.

During May, 1896, ten new loan libraries were sent to sea from our Rooms. These were Nos. 10,305-10,314, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10,305..	Helena P. Bulkley, of Southport, Conn., for the Helena P. Bulkley Fund Libraries.....	Ship Favonius.....	Buenos Ayres.....	20
10,306..	" " " "	Bark Katahdin.....	Rio de Janeiro and Australia.....	16
10,307..	" " " "	Ship Cyrus Wakefield...	San Francisco.....	22
10,308..	" " " "	" St. Nicholas.....	San Francisco.....	22
10,309..	" " " "	Bark Obed Baxter.....	East London.....	13
10,310..	Mr. Elbridge T. Gerry, of New York City.....	Bark Guy C. Goss.....	Los Angeles.....	20
10,311..	" " " "	" Edward May.....	Honolulu.....	15
10,312..	" " " "	" Amy Turner.....	Port Spain and Trinidad.....	15
10,313..	" " " "	Ship May Flint.....	San Francisco.....	42
10,314..	" " " "	" John McLeod.....	Sydney.....	24

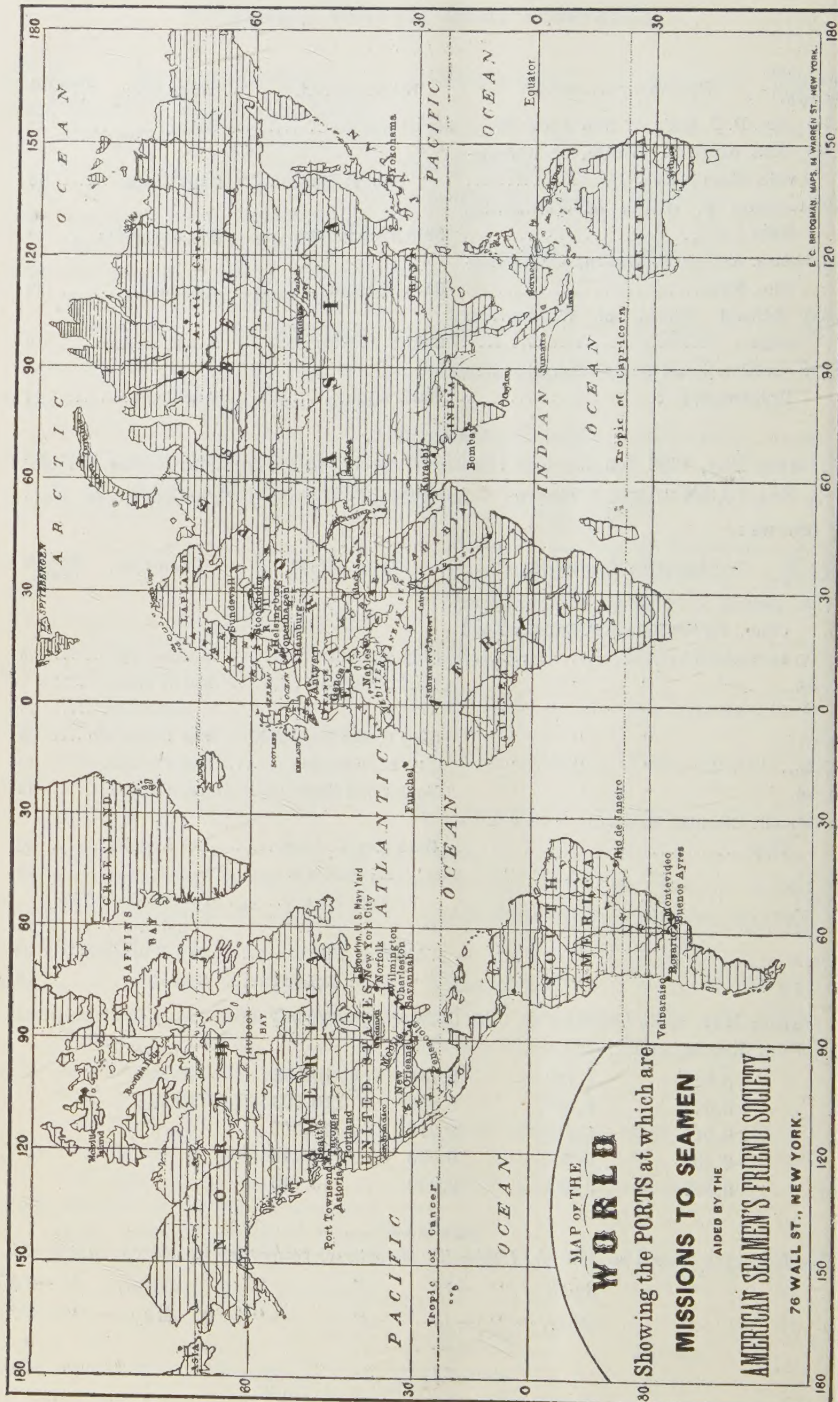
During May, 1896, twenty-two loan libraries, previously sent out, were reshipped from our Rooms, as follows:

8,827	9,182	9,754	10,052	10,184
9,071	9,294	9,838	10,103	10,232
9,076	9,819	9,914	10,109	
9,139	9,391	9,935	10,115	
9,167	9,626	9,960	10,145	

## SUMMARY.

<i>New libraries issued in March, 1896—12</i>				<i>Libraries reshipped in March, 1896—14</i>			
"	"	April,	" —12	"	"	April,	" —14
"	"	May,	" —10	"	"	May,	" —22







# INFORMATION FOR SEAMEN.

## LIST OF CHAPLAINS, MISSIONARIES, Etc., AIDED BY THIS SOCIETY.

SWEDEN, Helsingborg.....	Rev. N. P. Wahlstedt.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenborg.....	Christian Nielsen.
DENMARK, Copenhagen.....	Rev. A. Wollesen.
GERMANY, Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM, Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY, Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA, Bombay.....	Seamen's Rest, R. H. Madden, Superintendent.
" Karachi.....	F Wood
JAPAN, Yokohama.....	Rev. W. T. Austen.
" Kobe.....	J. Harmon.
CHILE, Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC, Buenos Ayres.....	Buenos Ayres Sailors' Home & Miss'n, W. C. Morris.
" Rosario.....	Rosario Sailors' Home & Mission, Capt. F. Ericsson.
REPUBLIC OF URUGUAY, Montevideo.....	Montevideo Sailors' Home & Miss'n, Thos. McCarthy.
MADEIRA, Funchal.....	Mission to Sailors & Sailors' Rest, Wm. Geo. Smart.
GLOUCESTER, MASS.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
NEW YORK, New York City.....	Capt. Wm. Dollar. [Chaplain.
" Brooklyn, U. S. Navy Yard.....	J. M. Wood.
VIRGINIA, Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
SOUTH CAROLINA, Charleston.....	Charleston Port Society, Rev. C. E. Chichester.
FLORIDA, Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA, Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA, New Orleans.....	New Orleans Port Society, Rev. R. E. Steele.
OREGON, Portland.....	Portland Seamen's Friend Soc'y, Rev. W. O. Forbes.
" Astoria.....	Rev. J. McCormac.
WASHINGTON, Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

## Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH, N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON, Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Sailors' Christian Home.....	Lad. Beth. Soc., N. Bennet St.	George Smith.
" Charlestown, Sailor's Haven,		
" 46 Water St.....	Epis. City Mission.....	John Allen, Supt.
" East Boston, S. Mary's House		
" for Sailors, 120 Marginal St.	" ".....	James M. Battles, Supt.
NEW BEDFORD, Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	Mr. & Mrs. J. Tinkhorn.
NEW YORK, N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
PHILADELPHIA, Pa., 422 South Front St	Penn. " ".....	Capt. R. S. Lippincott.
BALTIMORE, Md., 418 South Ann Street	" ".....	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	(Capt. J. C. Abbott, Supt
" ".....	" ".....	Miss Aisquith, Matron.
WILMINGTON, N. C., Front & Dock Sts.	Wilmington Port Society...	
CHARLESTON, S. C., 44 Market St.....	Ladies' Sea. Friend Society	Capt. H. G. Cordes.
MOBILE, Ala.....	Ladies' Sea. Frnd Society.	
NEW ORLEANS, La.....	N. O. Sea. Friend Society...	Halvor Iverson.
SAN FRANCISCO, Cal.....	S. F. Sea. Friend Soc'y...	Capt. Melvin Staples.
PORTLAND, Ore.....	Portland Sea. Frnd Soc'y	
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.

## MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Frnd Soc'y..	Rev. F. Southworth
BOSTON, Mass., 332 Hanover St.....	Baptist Bethel Society.....	" Walter J. Swaffield
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
" East Boston Bethel.....	Methodist.....	" L. B. Bates.
GLOUCESTER, Mass., 6 Duncan St.....	The McClure Chapel, Glouc-	
" ".....	ester Fishermen's Inst...	" E. C. Charlton.
NEW BEDFORD, Mass.....	New Bedford Port Society.	" E. Williams.
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	" John O. Berg.
NEW YORK, N. Y. Catharine c. Madison	New York Port Society....	" Samuel Boul.
" 128 Charlton Street.....	" " W. S. Branch.	Mr. John McCormack.
" Foot of Pike Street, E. R.....	Episcopal Miss. Society....	Rev. Wm. A. Dalton.
" No. 341 West Street, N. R.....	" " ".....	" W. A. A. Gardiner.
" 21 Centies Slip.....	" " ".....	" Isaac Maguire.
" 26 State Street.....	Am. Ev. Luth. Im. Miss. So.	Mr. Lilja, Miss'y.
" Oliver, cor. Henry Street.....	Baptist.....	
BROOKLYN, N. Y., U. S. Navy Yard...	Am. Sea. Friend Society...	Mr. J. M. Wood.
" 31 Atlantic Avenue.....	New York Port Society....	" James Davis.
" 193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	Rev. R. Andersen.
" Erie Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
" Scandinavian Seamen's Church,		
" William St., near Richard St....	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA, Pa., c. Front & Union..	Presbyterian.....	" H. F. Lee.
" N. W. cor. Front and Queen Sts..	Episcopal.....	" Francis W. Burch.
" Front Street, above Navy Yard...	Baptist.....	" "
" Washington Ave. and Third St....	Methodist.....	" W. Downey.
" Port Missionary, 1420 Chestnut St.		" E. N. Harris.
BALTIMORE, Md., Aliceanna & Bethel Sts	Seamen's Un. Bethel Soc'y.	" G. W. Heyde.
" No. 515 S. Broadway.....	Port Mission.....	Mr. Kirby S. Willis.
NORFOLK, Va.....	Norfolk Sea. Frnd Soc'y..	Rev. J. B. Merritt.
WILMINGTON, N. C.....	Wilmington Port Society...	" J. Carmichael, D.D.
CHARLESTON, S. C., 44 & 46 Market St..	Charleston Port Society...	" C. E. Chichester.
SAVANNAH, Ga.....	Amer. Sea. Friend Soc'y..	" H. Iverson.
PENSACOLA, Fla.....	" " ".....	Mr. Henry C. Cushman.
MOBILE, Ala., Church St., near Water	" " ".....	Rev. R. A. Mickle.
NEW ORLEANS, La., Fulton St., near	Presbyterian.....	" R. E. Steele.
" Jackson.....		
SAN FRANCISCO, Cal.....	San Francisco Port Society.	" J. Rowell.
PORTLAND, Ore.....	Amer. Sea. Friend Soc'y..	Mr. W. O. Forbes.



# AMERICAN SEAMEN'S FRIEND SOCIETY, 76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

JAMES W. ELWELL, *President.*

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## OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution).—"The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the Gospel, and other religious blessings."

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1896, was 10,292. Calculating 11,935 reshipments, their 541,100 volumes have been accessible to more than 391,038 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.